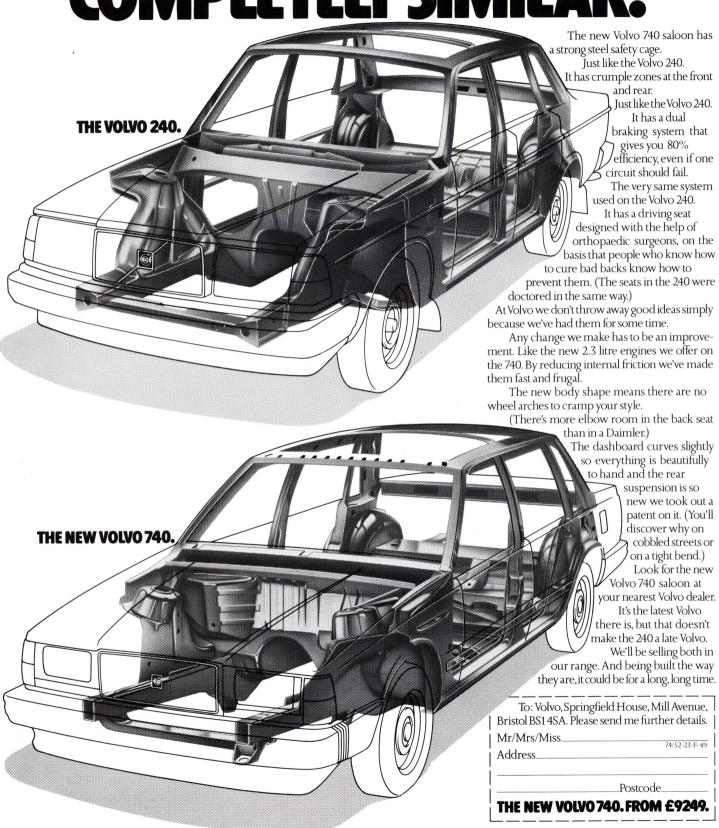


# AND NOW FOR SOMETHING COMPLETELY SIMILAR.



## ASTON DEAL WITH LOTUS?

### Wickins tells of talks with AML bosses

**By Peter Williams** 

"THE IDEA is a little bit farfetched at the moment," said David Wickins, chairman of Group Lotus, about reports of a possible takeover of Aston Martin Lagonda by the Norfolk sports car manufacturer.

"We have had conversations which go back to a meeting in March, but I also hope Aston Martin Lagonda will sort itself out independently." Only last month there were changes in AM's stake holding with joint chairman Victor Gauntlett taking a 25 per cent stake in the company. The move also coincided with the announcement of 58 redundancies.

The remaining AML shares are now held by joint chairman Peter Livanos and his family following the sell-out by twin brothers John and Nick Papanicolaou, who between them held a 50 per cent equity. The Papanico-



Wickins: 'I hope Aston Martin Lagonda will sort itself out'

laou's shipping company was reported to be in difficulties.

A deal between both sides would appear to have to involve the Livanos family and it would surely make a lot of sense for the two companies. Lotus has its new 4-litre V8 engine on the stocks, and it needs to find a partner to tool this up and make sensible annual production runs. In addi-

tion, the company's proposals for a new "high security" limousine, called Eminence, appears to be exactly the right concept for a Lagonda limousine of the 90s.

But AML vehemently denied that any talks were taking place between the two companies. Technical director Michael Bowler told Autocar: "The reports came as a complete surprise.'

### **utch rescue**

THE Dutch Government has bailed out the troubled Van Doorne Transmissie at a reported cost of some £3.5 million following the withdrawal of the shareholder, Borgmajor Warner.

The American vehicle parts group held a 24 per cent stake in the troubled company which was established five years ago to develop a technically advanced continuously variable transmission. It was originally thought that Borg-Warner was asking over £7.25 million for its share of the company but it seems that it was prepared to accept less, although the Dutch Economics Minister, Gijs van Aardenne, refused to confirm the amount paid to Borg-Warner or the bridging loan granted by the Dutch Government to ensure the company's survival. Van Doorne



Fiat Uno: Launch setback

did, however, say it required a further injection of over £9.5 million if its survival was to be guaranteed.

Van Doorne Transmissie was established in 1979 as a cooperative venture financed by the Dutch Government, Fiat, Volvo of Sweden and Borg-Warner to develop Continuously Variable Transmissions. The venture has been fraught with problems from the onset but they came to a head earlier this year when it became apparent that neither Ford, with the Fiesta, nor Fiat with the Unomatic—both of which are destined to use transmissions developed by Van Doorne — would achieve their projected launch dates of summer, 1984.

It would seem that there was a major boardroom disagreement, with Borg-Warner the odd one out, and it was this that prompted it to divest its stake in the concern. There are three possible explanations for the row: (1) Borg-Warner had developed its own CVT system, (2) with its know-how and access to the Van Doorne patents (which it hoped to retain) it could develop a system, or, (3) the Van Doorne system would be in direct competition with any Borg-Warner developments.

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## PRIZE ASTRA

### European jury picks GM winner

**By Martin Lewis** 

A JURY of 53 motoring writers from 16 European countries has voted the Opel Kadett/Vauxhall Astra Car of the Year. This is the first time that General Motors, the world's largest car maker, has ever won the coveted trophy.

The Kadett, with 326 points, has a clear 62-point lead over the second place Renault 25. Only a matter of days before, the Renault had been awarded the British Guild of Motoring Writers' Top Car trophy. Third place went to the new Lancia Thema, which had been launched at the Turin Show in November.

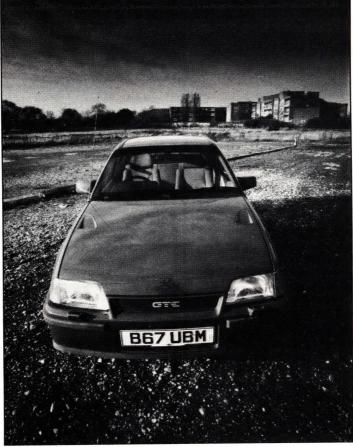
Honda managed to set a record with the Civic. Its fourth place, with 178 points, was the highest position ever reached by a Japanese car. Like the Lancia Thema, the new Seat Ibiza, which took fifth place with 172 points, is a product of Giugiaro's Ital Design studio. The only all-British car in the list of eligible cars, the Austin Montego, was sixth with 67 points.

GM Europe has had two second Car of the Year placings in past years, with the Kadett/ Astra in 1980 and the front-drive Cavalier in 1982. Last year the small, Spanish-built Corsa/Nova model took ninth place, with 32 points.

Each of the 53 jury members awards a total of 25 points spread over at least five cars, with no single car getting more than ten points. The features on which cars are scored include design, comfort, safety, economy, handling, performance and price.

Winning the 1984 award will help boost sales of the new aerodynamic Kadett/Astra range, for which GM is looking at a target figure for 1985 of 500,000. In the first nine months of this year, the 293,545 combined Kadett and Astra sales represented 21 per cent of all GM Europe's car sales. Astra sales alone reached 62,582 or 21.3 per cent of the model range total.

While sheet metal and assembly work on the Astra is carried out at Ellesmere Port, other components are sourced from all over the GM empire.



GM's award winner: The Astra led by 62 points

### Metternich in Monte Carlo peace moves

THE row between the Automobile Club du Monaco and the Federation Internationale du Sport Automobile has grown to royal proportions following the offer from Prince Metternich to mediate.

Apparently, Metternich was prepared to discuss the cancellation of next year's Monaco Grand Prix with Prince Ranier but sources within FISA say there hasn't yet been any sign of the ACM accepting the offer.

A further twist to the increasingly complicated conflict occurred last week when FISA announced that only the Grand Prix has been cancelled and *not* the Formula 1 race. Accordingly, the ACM can still hold an F1 race but it wouldn't carry any championship status.

### Police get tough on German roads

IN THE face of an increasing accident rate, the Cologne police authority in West Germany imposed a 100 km/h (62mph) speed limit on 65 miles of *autobahn* round the city.

The country's federal government is now giving serious consideration to a nationwide *autobahn* limit of 180 km/h (81mph).

### **ALFA CLAIMS EEC VICTORY**

ALFA ROMEO has successfully defended the case brought against it in the European Court by the EEC over the sale of right-hand drive cars in Belgium and Luxembourg.

This follows a similar case brought against Austin-Rover by the EEC in which the British manufacturer was found guilty of purposefully delaying the purchase of right-hand drive versions of Metros to UK buyers through its Belgium network, and which Austin-Rover is appealing against.

Apparently this latest case arose from the EEC's belief that Alfa Romeo was deliberately delaying the delivery of right-hand drive cars to its Benelux dealers by up to six months in an attempt to deter British buyers from purchasing cars at a lower price than in the UK.



Alfa: Victory in the courts of Europe

Alfa Romeo (GB), told Autocar it successfully proved to the courts that it wasn't deliberately delaying cars to Belgium. Consequently the EEC had dropped the charges. When questioned further, the company

explained that Alfa Romeo wasn't as badly affected by "grey imports" as Volkswagen or BMW. A spokesman said that only some 50 Alfas had been brought into this country as private imports.



The Guy Salmon 26: £34,000-worth of stretched and re-fitted Jaguar Sovereign, courtesy of Glenfrome

# TOP DEALER IN JAGUAR LAUNCH

By Michael Harvey

A SEVEN-SEAT Jaguar Sovereign 4.2 has been unveiled by Guy Salmon of Thames Ditton, the largest Jaguar dealer in the country. The new car—the Guy Salmon 26—will cost £33,995 and is a stretched and re-fitted Sovereign, which Salmon believes to be "one of the most exciting new British cars this year".

The first model, shown to the press last Wednesday, will be for demonstration only until it joins the Salmon luxury hire fleet, where it is hoped there will eventually be two of the cars.

Salmon commissioned the car from Glenfrome in Bristol at the beginning of August and specified the car was to have a 26-inch extension and limousine standard equipment. Inside, the car has an electrically operated glass partition and both front and rear compartments have air-conditioning and stereo systems. All seats are electrically adjustable and there are a pair of occasional seats in the footwells of the rear seats, giving the car its seven-seat capacity.

The work on the 26 involves cutting it in front of the rear pillar and re-jigging it to the new length of 18 feet 4 inches. The floorpan is

then strengthened along the transmission tunnel and the sills, and extended rearwards to fill the gap. The original doors are cut down and re-skinned to the new length. Glenfrome fits rear quarterlights that travel up and down electrically.

Although the first car has been built to this specification, all future cars will be built to individual order. The customer will be able to specify length of extension, engine and trim level.

Salmon hopes the car will become part of British company fleets, as it claims the car can be driven as an ordinary saloon or as a limousine.

### Lauda, Prost share Torsen differential in GP triumph

AT ABOUT the same time that Niki Lauda was winning the British Grand Prix at Brands Hatch in his McLaren TAG, our resident four-wheel drive expert Bob Cooke was in a chalk pit somewhere in Kent driving a specially equipped Toyota Hi-lux pick-up. What the two cars had in common was a Gleason Torsen torque-sensing differential.

At the start of the 1984 Grand Prix season, Ron Dennis and John Barnard, McLaren's technical director, went to the United States to sign a deal to use the Torsen differential in the McLarens. This differential ensures that even when there is a brief loss of traction on one wheel, drive is assured to whichever one has the better traction.

During testing and in the race season, both Lauda and Alain Prost found that their cars had better traction and handling. The reduction in drive line stress also meant that transmission components had better life expectancy.

The Torsen differential has been used before on circuits, notably in Mario Andretti's Indy 500 Lola, but the McLaren TAG is the only Formula 1 car to have it fitted. Maserati is the only production car company using it, in the Quattroporte and Bi-turbo.

### **New moves for car safety**

A NEW registration system has been launched by the British Standards Institution to give people looking for a portable fire extinguisher a better idea of what they are buying. The extinguishers include those intended for use in cars.

Called BAFE — British Approvals for Fire Equipment the new scheme at present covers just six manufacturers in Britain, although they supply over 90 per cent of production capacity for



Fire: New guidelines

this type of fire extinguisher.

The BAFE system means that anyone looking for a portable extinguisher will know what he or she is getting. For a car, a weight of 1.0kg (2.2lb) is considered to be the minimum effective size, with 1.5kg recommended. The BAFE logo surrounds the BS kitemark symbol, with BS 5423 at the base.

The extinguisher should contain halon 12/11 or BCF, and should be marked with a fire rating of at least 13B for the 1.0kg version or 21B for the larger one. Eventually the BAFE registration system will be extended to all fire protection equipment.

### Market men get nowhere with Spanish import poser

LAST week's meeting at the Foreign Affairs Council of the EEC failed to resolve the thorny problem of Spanish car imports into the UK and the excessive tariffs charged by the Spaniards on British cars entering their country.

Currently a fifth of all small cars (e.g. Fiestas and Novas) sold in this country, over 83,000, are built in Spain. But, because of an agreement signed between the EEC and Spain in the early 70s to protect the fledgling Spanish car industry, British cars are subject to a 36.7 per cent import tax with the result that only 1,891 British cars have been sold in Spain so far this year.

The problems of the British domestic manufacturers was highlighted again by J. Henry Hooper, president of the SMMT, at a meeting last week with the trade minister, Paul Channon.



Spanish cars: EEC problem

Spain is currently negotiating with the ten member states of the EEC for admission to the community and the question of industrial tariffs, which covers car imports, is of top priority to the UK. According to a spokesman for the Department of Trade and Industry "Mr. Channon is on their (i.e. the UK motor industry's) side and fighting for them. Cars are the dearest thing to the Minister's heart; no one else in the EEC seems as worried as us over Spanish car imports."

There is another Foreign Affairs Council meeting on 17 and 18 December, but before that the heads of the EEC will be gathering for a summit in Dublin and it is fairly certain that the Spanish car problem will be high on the agenda.



Subaru's 4WD estate: Roomy newcomer, designed to go anywhere

## SUBARU PUSH

### Estate double boosts model range

SUBARU has announced two new 4WD estates to join the front-wheel drive only L-series saloons introduced at the NEC motor show. They are mechanically identical, sharing the 1781cc, 88.8bhp flat four engine of the saloon models. Maximum torque is 101 lb ft at 3600 rpm. Top speed is claimed to be just over 100mph and the five-speed gearbox has overdrive in both fourth and fifth gears, improving fuel consumption to 30.7mpg at 75mph. (Overall fuel consumption 29.9mpg European legislative average).

The DL and GL estates are

roomy and designed to go anywhere, as is indicated by the "clean through" design, meaning that all the off-road muck can be scrubbed from inside and out with a bucket and sponge. Fourwheel drive is engaged by a floor-mounted lever in conjunction with the clutch and acts in two stages, the second stage bringing in the lower gear ratio for heavier-duty off-roading. This dual range extension to the gearbox allows four-wheel traction to be engaged in any of ten ratios.

The new estates are five inches longer and two inches wider than er comforts and trim.

their predecessors with low, jutting bumpers to protect the vehicle in the rough. The cargo area is hard plastic in the functional DL, carpeted in the GL and is 64 inches long with the rear seats tipped forward.

More space is to be found in a 1<sup>3</sup>/<sub>4</sub> cu ft "sub boot" under the floor, and pockets for tools in each rear wing.

Prices are £7,699 for the DL and £8,499 for the GL which has power assisted steering as standard as well as central locking, a tilt steering column, plus a comprehensive list of additional driver comforts and trim

### TOWNSEND: HOLIDAY LEAD

TOWNSEND Thoresen has become the first of the major cross-Channel ferry operators to announce its full 1985 fares programme. In the past the ferry companies have waited until after the Christmas break before releasing their summer fares and schedules.

On the short Dover-Calais crossing, Townsend's passenger fares will be going up by £1, and on most sailings, the increase for a car will be around £2. For a family of two adults and two



Ferry fares: Battle hots up

children, with any length of car, there will be no increase in peak time fares, which start on 6 July. On the cheaper peak season fares, increases will be kept down to £5. During the busy holiday

season, Townsend will be running 30 crossings a day between Dover and Calais, and up to ten out of Portsmouth to Cherbourg and Le Havre.

Sealink has already issued travel agents with a "quick guide" to fares on most of its routes for next season, but there are still some gaps. Its full brochure will be coming out in January. Hoverspeed has recently issued its winter brochure, which covers services out of Dover to Calais and Boulogne.

### MPs say yes to latest plea on Dartmoor by-pass plans

CONSERVATION groups protesting about the proposed line of the Okehampton, Devon, by-pass will now get their petition heard by a joint committee of both Houses of Parliament. This follows prompt action by Government whips in stopping a group of 50 Tory MPs, in favour of the new by-pass, from debating a motion on the matter. The Whips felt that if the debate had gone ahead, it would have put the Government in a bad light.

The protest centres on the fact that much of the 4½-mile route, which would carry A30 traffic south of Okehampton, would run within the boundaries of the Dartmoor National Park. The group of ten bodies making up the protest group, which includes the Dartmoor Preservation Society, Ramblers' Association, and the Council for the Preservation of Rural England, says that using the southern route would mean felling thousands of mature hardwood trees and disturbing archaeological sites.

A northern route, running mainly through agricultural country was preferred by the Countryside Commission, but was given the



Ridley: No decision

thumbs down by local farmers.

Rather than resort to the High Court in an attempt to get a decision by the Transport Secretary, Nicholas Ridley, to go ahead with the southern route, the protest group wants to invoke a 40-year-old act which has been used twice before. Because the land on which the new by-pass would run is classified as open space and land used for recreation, it comes under the Acquisition of Land Act 1981, and the group has the right of petition to a joint committee of three MPs and three peers. The MPs in favour of the by-pass route had tabled a motion that the petition "be not referred to a joint committee".

# BELT LAW: ROAD DEATHS DOWN



Safety factor: Numbers killed and injured on Britain's roads continue to fall

JUST HOW effective the compulsory wearing of seat belts has been is revealed in the latest Department of Transport statistics given in *Road Accidents Great Britain 1983* (HMSO £6.30). Since the seat belt laws came into force on 31 January 1983, the number of drivers and front-seat passengers in cars and vans killed or injured dropped by 25 per cent. DoT figures indicate that around 95 per cent of front-seat occupants were com-

plying with the belt laws.

Overall, the numbers of those killed and injured on Britain's roads continued to fall. Deaths were down by eight per cent to 5,445. This is the lowest figure since 1956 (5,367). In that time, however, the amount of traffic has increased by a massive 150 per cent. Serious injuries were down by 11 per cent, to 70,623.

25 per cent. DoT figures indicate that around 95 per cent of front-seat occupants were com-

third of all drivers involved in accidents had been drinking. In the five-hour period between 10pm and 3am, the figure was even worse, with 50 per cent of drivers involved in accidents showing signs that they had been drinking. While not favouring spot checks by police, the RoSPA said that routine roadside checks on documents and vehicle condition might well prove to be an effective deterrent to anyone who had been drinking.

### Horizons win £5m Tupperware boost

PEUGEOT Talbot has won a £5.3 million contract to supply 1,100 British-built Horizons to Tupperware. This is the 15th successive year that Peugeot Talbot has won the contract, although the Horizon 1.3 LS models — to be delivered on 1 January — have had to compete against newer models such as the Astra, Escort and Maestro.

Ian Laurie, sales administration director for Tupperware, told Autocar that the main reasons for the choice were the economical price of the car and the excellent servicing their fleet had received from Peugeot Tal-



Horizon: Tupperware choice

bot dealers in the past. Laurie was quick to point out that Tupperware is not bound to Peugeot Talbot in any way, and other companies were considered very seriously. But he said: "Peugeot Talbot has never let us down and the Horizon is an excellent little car."

# 'Private use' clause foils tax claiming

BAD news for those who claim the VAT back on car leasing charges and the repair and maintenance of business vehicles.

From 1 January next year, VAT can only be deducted in full if there is no private use; where there is an element of private use the tax must be apportioned. For the purpose of determining the amount of tax which may be deducted on petrol, journeys between a person's place of residence and his normal place of work are in all circumstances considered to be private, non-business use.



Esso: Refinery expansion

# Leaded fuel lobby pushes Esso into £100m spend

ESSO is to extend its Fawley refinery at a cost of £100 million in anticipation of new lead-in-petrol regulations, and because of predicted long-term changes in the demand for fuel oils.

Lead in petrol is to be reduced from 0.4g per litre to 0.15g per litre from the beginning of 1986, and the government hopes to see it removed entirely by the 1990s. The benefit to health by such a reduction is undisputed by the petroleum industry, but lead has been used for many years as a cheaper "short cut" to higher octanes. It is a lubricant for valve seats and reduces anti-knock in lower octane fuels. To produce petrol suitable for modern cars without lead, oil companies must "re-refine" the petrol.

### Credit cards for LPG cars

A NEW fuel credit card intended mainly for fleet operators running LPG (liquefied petroleum gas) powered vehicles has been launched by Shell. Called the Hidrive Autogas card, its introduction is being linked to the opening of Shell's 32nd Hidrive Autogas retail outlet at the Savoy Self Service garage in Wandsworth, London.

Unlike many other fuel cards, the new Shell one allows users with a high volume usage to qualify for bulk discount. The average price of LPG at the forecourt is about £1.27 a gallon.

### FILM ATTACK

### Safety chiefs hit out at campaign

A NEW road safety film, liked by Transport Minister Lynda Chalker, got a rough ride when it was screened for police, road safety officers and motorcycle training officers in the West Midlands.

Dead Easy is a 23-minute film commissioned by the British Insurance Association and produced by Sovel International in London. The film hammers home the horrors of motorcycle accidents and clearly shows the road safety message for bikers, more than 1,000 of whom are killed and 70,000 seriously injured every year. But several Midland road safety campaigners criticised the film for what are described as "careless mistakes".

In the closing sequence a successful test candidate is shown to put on his helmet without fastening it. He then starts his machine and rides away out of camera shot but clearly without time to secure the chin strap.

Coventry's road safety officer, Mike Hoyland, criticised the film for suggesting that once you've



Young riders: High risk sector of Britain's road users

passed the test you can carry a pillion passenger: "You have to wait until you are in possession of your licence—not the pass slip—before you can do that."

A BIA official said road safety officers had been invited to take part in making the film, but Eric Randle, road safety officer for Stafford — as a member of the RosPa film-making committee,

said its suggestions for changes to the script had been made to Sovel International but had not been carried out.

John Burden, producer, writer and director of the film, said: "I wouldn't want to comment on any criticism unless it is put in writing, but I will say that this film has been well received by many people including Lynda Chalker."



VAG: Strength of the dollar helps cut losses

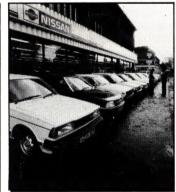
### **VW CUTS ITS LOSSES**

IN SPITE of losing 160,000 VW and Audi models during the May and June metal workers' strike in West Germany, the Volkswagen group managed to cut its losses in the first nine months of this year to just 47 million DM (£12.8million) from the 247 million DM (£67 million) recorded in 1982. This emphasises the sharp recovery made by VW in the third quarter. In the first six months of 1984 alone, losses totalled 162 million DM.

Much of the recovery is due to

the strength of the dollar and the sale success of the new Golf and Jetta models in the North American market. In the first nine months, VW produced 1.5 million vehicles, 5.4 per cent down on the figure for the same period in 1982.

On the British market, the Lonrho-owned VAG (UK) operation saw a small fall in its market share, from 5.94 per cent to 5.62 per cent. The company's pre-tax profits were up £18.99 million to £20.55 million.



Nissan: Chinese connection

### Nissan clinches deal with China

NISSAN has won a contract from the People's Republic of China to deliver 10,000 Cabstar one to three ton pick-up trucks between January and June, 1985.

This is the first major contract to be awarded to a Japanese car manufacturer and represents a major breakthrough for Nissan.

In addition to delivering the pick-ups, Nissan will also be helping the fledgling Chinese car industry to establish a body assembly plant.



TSB: Motor insurance plan

### TSB jumps on insurance bandwagon

THE Trustee Savings Bank is to follow the Bank of Scotland into the motor insurance market this week. The TSB Trust Insurance Plan which will be introduced in the spring is — like the Bank of Scotland — underwritten by Royal Insurance in Norwich. Although no details of the scheme have been announced it is likely that there will be limitations on entry to the scheme, excluding those under 25 or with a record of claims in the preceding years.

The policy is to be made available not only to the TSB's customers, but also to non members, through all branches of the bank. The BoS plan is limited to members of the bank only.

### Reliant boss takes top job on MIRA team

THE managing director of Reliant, Ritchie Lloyd Spencer, has been appointed chairman of the Motor Industry Research Association council. Spencer succeeds Dr Wright of Lubrizol who has held office for two years.

MIRA is a successful independent organisation participating in world-wide contract research and development programmes in the motor industry.



**Spencer: New MIRA boss** 

# BATTLE TO BEAT THE CAR FAKES

PARTS and component manufacturers from Europe and the United States met recently in Washington to launch a "determined onslaught" against counterfeiters. The two bodies, CLE-PA (European Motor Parts Liaison Committee) and MEMA (Motor Equipment Manufacturers' Association) agreed to share intelligence about known counterfeiters and consider means of countering the illicit trade at international level.

Recent estimates indicate that in Europe, counterfeiters are costing the industry over £100 million and 6,000 jobs each year.

The problem does not affect Europe directly, where a fairly tight knit replacement market tends to pick up news of cutprice parts very quickly. It is counterfeit supplies from the Far trouble, taking from the legitima ers. Not only idamaged, but the quality means the counterfeit supplies from the Far trouble, taking from the legitima ers. Not only idamaged, but the quality means the counterfeit supplies from the Far trouble, taking from the legitima ers. Not only idamaged, but the quality means the counterfeit supplies from the legitima ers.



Genuine article: At risk

East and Taiwan in particular, flooding Third World markets, which is the main cause of the trouble, taking business away from the legitimate manufacturers. Not only is trade being damaged, but the generally poor quality means that reputations are also affected.

### HEALTHY PROFIT CHEERS OIL COMPANY BOSSES

IN THE face of sustained trading difficulties in the European oil market, British Petroleum managed to increase its third quarter profit on a replacement cost basis to £313 million from £239 million in the previous year. Higher interest charges were offset by lower taxation on profits. In the first nine months of 1984, profit was up by 30 per cent, from £723 million to £953 million.

In the United States, Sohio, in which BP has a 55 per cent interest, has acquired from Chevron the marketing and refining rights in the south-east of the country for 340 million dollars (£283 million).

The new Sohio marketing network covers eight states, and includes 700 wholly-owned service outlets together with 3,400 franchised filling stations.



M1 Lighting: Improvement

### DoT go-ahead for improved M-way lights

AN ADDITIONAL 17 miles of M1, between the Newport Pagnell service area and Junction 16 with the A45 is to have lighting installed at a cost of £3½ million. This will still leave a gap of about six miles between Junction 16 and the approach to the Watford Gap services without lighting.

The Department of Transport calculates it would cost £10 million to complete the lighting on the M1 motorway.

### Chloride gets profit boost

IN THE face of severe competition in both the European and American markets, the Chloride Group has shown an increase in its pre-tax profit for the six months to September of this year. The group's chairman, Sir Michael Edwardes, said that the improvement, from £3.1 million to £5.4 million, had been achieved mainly through improved efficiencies.

Edwardes added that Chloride's American operation had had a disappointing half year. Although the market share had been maintained, prices had been forced down as the result of fierce competition in the car battery field with a consequent drop in profit margins.

### **Fussle prompts cost query**

A PREDICTION that car prices would be cut by 10 to 22 per cent if import restrictions on Japanese cars are lifted in France, Italy and the UK, made at a recent conference organised by the Organisation for Economic Co-operation and Development, has been refuted by Toyota GB and the Austin-Rover Group.

The forecast was made in a paper presented to the OECD by

the Netherlands Economics Institute, which also claimed that such moves would result in the loss of up to 46,000 domestic workers.

Although the Brussels-based consumer body, the European Bureau of Consumer Unions, which represents the various national consumer organisations throughout the EEC, believed the meeting to be a great success,

this view wasn't shared by UK representatives who spoke to *Autocar*.

The Society of Motor Manufacturers and Traders declined comment, while a spokesman for Austin-Rover was tight-lipped about his company's views, although he admitted in private that he "didnt think it would happen in the UK".

**Insight: Page 16** 

### LADA'S PLANS

### **Importer quashes delay rumours**

SPECULATION is increasing over the immediate future of the Lada franchise and network in this country, as a result of a letter sent to many Lada dealers by Michael Heerey, chief executive of the rival Yugo Cars.

Heerey's letter, encouraging Lada dealers to consider the Yugo franchise in place of their. own, seems to have been based on rumours circulating at the Motor Show that Lada was in financial difficulties because of the non-arrival of cars in this country. However, as explained by Autocar (7 November) the delayed arrival was due to the Hull dock strike, and there were never any fears of redundancies.

Nevertheless, the Lada dealers' meeting scheduled for next month is known to be mainly concerned with the company's marketing plans for 1985 and beyond. But a spokesman for the importers, who take about one per cent of the UK market, was at pains to emphasise that it was "business as usual" and that there were no fears of either distributors or customers being stranded.

Heerey, an ex-Lada man, hinted in his letter to Lada dealers that the Russian franchise would change hands in the near future.

**Fiat turns loss** into profit with

1983 sales rise



### Lada: Carimports delayed by Hull docks strike Perkins launches new line in readiness for Austin diesel

A RANGE of new models, including Uno and Regata, plus some careful housekeeping managed to turn Fiat Auto UK's 1982 operating loss of £4.3 million into a profit of £8.7 million in 1983. During that same year, sales rose to 46,254 compared with 43,638. In the face of 1983's record registration figures, the actual market share fell slightly, from 2.80 to 2.58 per cent.

During 1983, Fiat's plans to move its headquarters operation from Brentford to smaller premises at Uxbridge, both to the west of London, took shape.

One of the biggest savings was made in the sale of the lossmaking Lancia franchise to the Heron Group.

the troubled Massey-Ferguson Group, has invested £3.5 million on a new automated stores handling facility and automated production line for building engine cylinder head sub-assemblies in its Eastfield plant in Peterborough, Northants.

PERKINS, the diesel division of

This is part of a £10 million a year investment on capital equipment which, according to John Towers, manufacturing director, will result in Perkins having "one of the most sophisticated compohandling nent facilities in Europe".

Production of diesel engines, excluding COMECON and Chi-



FNM Maestro: Under wraps

na, ranging from 30 to 300 bhp last year was 4,797,000 of which Perkins and Perkins licensees made 332,000. Of these, 129,300 were produced at Peterborough.

Although Perkins has produced a variety of three-, fourand six-cylinder units over the Hoverspeed set to buy bigger craft

HOVERSPEED. the Channel hovercraft service operating out of Dover to Calais and Boulogne, is moving out of its administration centre at Rams-

Formed two years ago from the merger of British Rail's Seaspeed and Hoverlloyd, Hoverspeed's operations were concentrated on Dover with the opening of the new hoverport.

The former Hoverlloyd centre at Ramsgate will continue to operate as the engineering base after the administration staff move to Dover at the beginning of next year.

Last financial year, Hoverspeed had hoped to reduce its 1983 £3.5 million operating loss to a break-even point. But, according to deputy chairman Gerry Draper, the dock strike had prevented this, with the result that a £500,000 loss had been recorded. In terms of volume, Hoverspeed was third behind Sealink and Townsend Thoresen for vehicle traffic, with a 20 per cent market share. For passengers, it was in fourth place, with an 18 per cent market share.

During the next few years, Draper said, a pair of new large hovercraft, costing £22 million each, will join the current fleet of six craft. This will eventually be reduced to four, with the sale of the four smaller hovercraft.

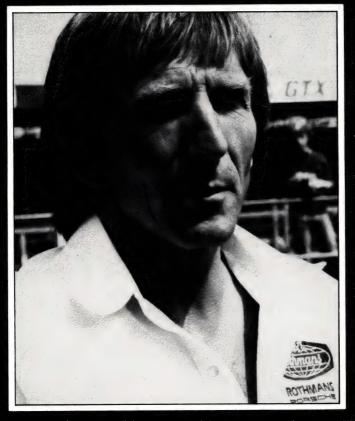
years it has not specifically produced diesel engines for cars.

However, this has all changed since the agreement signed with Austin-Rover to manufacture and sell two jointly produced, high-speed direct injection engines based on the two-litre "O" series engine.

Following the appearance at the Turin Motor Show of the Italian FNM manufactured 1.3litre diesel engine in a Maestro, both Perkins and Austin-Rover have gone to great lengths to assure everyone that production of the diesel "O" engine is on schedule and will start at the end of next year.

10 AUTOCAR 5 DECEMBER 1984

### The 24 hour man...



Organisation of the highest calibre is essential to compete in this ultimate long distance race. Derek Bell, Driver of the Year in 1982, has a wide range of talent as a racing driver, but he is also a team man – and as such wears the Autoglass Windshields logo proudly on his race overalls, allying himself to an organisation dedicated to all the principals of teamwork that he knows are so vital for success.

#### **Derek Bell**

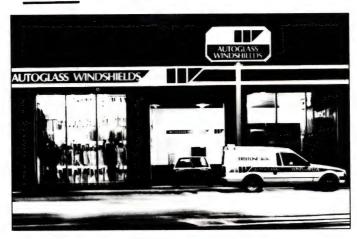
The 24 hour man, three times winner of the Le Mans 24 hour race. In 1975 he partnered Jacky lckx in a Gulf Mirage, in 1981 once again with lckx in a Porsche 936/81, and in 1982, driving a Porsche 956, he became the first British driver to win Le Mans three times.

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### The 24 hour service...

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# ΔΡΔΝ ΙΝ

#### By Ian Adcock

MITSUBISHI is the latest Japanese manufacturer to show a growing interest in motor sport, not only to promote its cars but for technical development.

On a visit to the Lombard-RAC Rally, Iwao Kimata, competition director at Mitsubishi Ralliart, revealed to Autocar his motor sport plans for his company over the next few years.

Having established a rally team in Europe, under the auspices of Andrew Cowan, Mitsubishi expects to have the 200 homologation versions of the Starion four-wheel-drive and the 20 evolution models homologated on 1 April 1985.

It has vet to decide whether it will be a two- or three-car team. What is certain, is that it will not be depending on a singleton entry on World Championship rallies. "That is too risky. If one breaks down you're finished", added Kimata.

"We are also hoping to homologate a Group A car for the privateer, possibly the Lancer Turbo, as Group B is far too expensive for anyone except factory- or importer-based teams to run." Mitsubishi will not be restricting itself to rallying. Next year, it intends to run an occasional series of races for the Mirage 1600 Turbo in Europe, USA and the Far East with a grand finale in Japan. By 1986, this will have grown into a worldwide series of races.

Kimata was quick to dispel rumours that Mitsubishi would be supplying an F1 team with an engine for next season. "Of course we were very flattered to be approached, but it is far too early in the development of our turbo competition engines even to contemplate F1.

However, with both Toyota and Datsun taking an increased interest in Group C1 racing, Kimata was confident that Mitsubishi, too, would be entering long-distance racing in 1987 or 1988. "We hope to supply a professional team with our power units, as long-distance racing is growing in popularity with the public and we feel it is more relevant to the development of our road cars."



Thackwell: Considering offer to drive Ralt in 1985

### Ralt signs Nielsen for Formula 300

STRAIGHT off the plane from his emphatic Macau Grand Prix win, Dane John Nielsen visited Ron Tauranac's Ralt factory in Weybridge and before leaving for home confirmed that he would be part of the muchfancied Bridgestone-sponsored Formula 3000 team next year.

Prior to the Macau trip Nielsen had been expected to drive a F3000 Williams for Peter Mackintosh's PMC team, but the offer of a works Ralt is about the best thing going in the Formula.

Tauranac says he won't confirm his drivers until 10 December, when the team is due to leave for a week's testing at Estoril.

However, he did admit that Nielsen had been wanting to drive for him for a couple of seasons "and I think while recovering from his Monaco F3 shunt, he made a firm decision that he wanted motor racing as a career. Before that I had my doubts about what he wanted from racing".

Who drives the other car will not be resolved until early next week. It is on offer to the team's reigning Formula 2 Champion, Mike Thackwell, who is currently testing for Williams in America. Roberto Moreno opted out of the picture prematurely when he gambled on being offered the second Toleman F1 drive, something that now seems to be a remote possibility. He and the other candidate, Jonathan Palmer, now have to sit and wait for Thackwell's decision.

### **Blundell wins** top anniversary Grovewood

TOP PRIZE winner in the 1984 Grovewood Motor Racing Awards (the 21st in the series) is 18-year-old Mark Blundell from Royston, Hertfordshire — the panel of judges awarding him the £5,000 prize on the strength of his outstanding showing in Formula Ford 1600.

Blundell has raced a Van Diemen RF84 in more than 60 events, scoring 25 wins.

Second award of £2,500 went to Andy Wallace from Oxford for his showing in FF2000 and the third (£1,500) was won by Clubmans Sports Car driver Will Hoy of Cambridge.

### Jaguar prepares for assault on Le Mans

THERE WILL definitely be a works Jaguar presence at Le Mans next year. Speaking at Macau, where his JPS-sponsored XJS Group A cars trounced the field, Tom Walkinshaw confirmed that his TWR concern is well down the road to producing a pukka Group C car.

"We don't have a complete car yet," said the Scot, "but we have a lot of components ready to test. Initially we will use one of Bob Tullius's American IMSA spec cars which ran at Le Mans this year to test our bits before finalising our own design.'

Walkinshaw expects to contest



XJR-5: Walkinshaw evaluation

three WEC rounds in 1985, the Silverstone six hours in May and Le Mans in June being the two definite ones. "I would like to think the third race will be before Le Mans as well," added Walkinshaw, "but if not, then Spa is the likely additional event.

The 1985 programme is very much a development one.

### Ferodo prize for McLaren

THE prestige Ferodo award has been won by McLaren International. The presentation was made to Ron Dennis, team manager of McLaren, by David Carruthers, chairman of Ferodo, last night (Tuesday).

independent panel, chaired by Tony Brooks, said in the citation that the award had been presented to McLaren "for achieving the unprecedented dominance in Grand Prix motor racing, winning 12 out 16 Grand Prix races in 1984 and winning the Formula One Constructor's Championship and first and second in the World Drivers' championship".

# Mosnier to run Lola two-man race team

FOLLOWING its success in the CART Championship, Lola Cars will be running a full works team in the new European Formula 3000 Championship next season.

The two-car team will be run by Jean-Francois Mosnier, formerly boss of Bernie Ecclestone's International Race Tire Service, who will base the team at a brand new factory adjacent to the Lola works in Huntingdon.

Mosnier, who has been out of racing since IRTS split with Avon, has been one of the influential people behind the new F3000 series, and said last week: "After discussions with Bernie Ecclestone I felt that the most positive move I could make in the Formula would be running a team — the chance to run the works Lola team is not only good for me but also for the Formula which needs to attract new manufacturers."

Mosnier is still negotiating with sponsors, but is under no illusions about the driver market. "I'm looking for a top-line driver who is prepared to put in a lot of work in developing the car and I expect to have to pay him."

Lola says that it is talking to drivers with F1 and CART experience. The favourite would appear to be Jonathan Palmer, who lost his place at RAM to Manfred Winkelhock.

The Lola T950 chassis has been designed by Mark Williams in conjunction with Eric Broadley. Williams did the wind-tunnel work on the successful T800 Indy design and will engineer one of the F3000 cars at the circuit. Five Cosworth DFV engines have been ordered to be prepared by Nicholson McLaren.

### **Bellof's title**

STEFAN BELLOF of Germany narrowly beat team-mate and countryman Jochen Mass to win the World Endurance Championship for Drivers. His victory in Sunday's Sandown 1000 kms, the first world championship race to be held in Australia, was his sixth of the season and was shared with Britain's leading endurance racer, Derek Bell.



Lola: Factory plans works Formula 3000 team



Acheson: No US joy

# No success for Acheson with US bid

ULSTERMAN Kenny Acheson, whose last race was his Grand Prix debut at Kyalami in October 1983 for RAM, has returned home after a fruitless year trying to break into the US CART scene.

"A couple of months ago I was certain that I would be driving for a revamped VDS team in CART next year," said Acheson last week, "but unofficially I have been told that the racing team is being folded forever, so it looks as if I have got to start all over again."

### DUMFRIES GETS F1 BRABHAM CHANCE

By lan Phillips

BRITAIN'S new Formula 3 Champion, Johnny Dumfries, was due to fly direct from the Sandown WEC round to the South African Kyalami circuit at the beginning of this week. The 26-year-old Earl has been offered a golden opportunity to drive himself into the Brabham Grand Prix team for next season.

As part of the exhaustive test programme with Pirelli, Bernie Ecclestone's team has decamped in South Africa for a couple of weeks taking along three cars, 20 BMW engines and over 40 personnel. Nelson Piquet and Teo Fabi were sharing the first week's driving and up to last Friday Piquet's best was a 1 m 5.0s, just 0.2s off his 1984 pole time. On race tyres the Brabhams were lapping in the 1m 6s bracket.



**Ecclestone: South Africa venture** 

Ecclestone was predictably non-committal about Dumfries's position last week: "We will have to wait and see how he goes before making any further decision." The word is that a competent performance will seal it.

The reason behind Dumfries's opportunity is said to be much deeper than Ecclestone's regard for his ability; news reached the FOCA boss that Dumfries was to be well-sponsored by Rothmans in a Dave Price Racing-run

Tyrrell F3000 car next season — virtually a firm commitment since the F3 Champion decided after Macau that perhaps he wasn't ready for a GP career.

Rothmans has employed Dumfries as a driver for its WEC Porsche camera car recently and for last Sunday's race had placed him in a works car alongside Sir Jack Brabham. It is thought that Ecclestone's interest is getting Rothmans back into Grand Prix racing as a major sponsor and that if it means running Dumfries, that is what he will do.

Rothmans has twice sponsored F1 teams, both being unhappy experiences, and has since contented itself with rallying and the WEC backwater.

Ecclestone, naturally, denied that the sponsorship was what he was after. "No truth in that," he said matter-of-factly.

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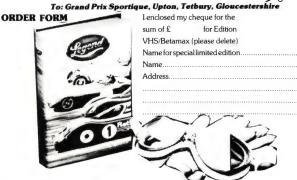
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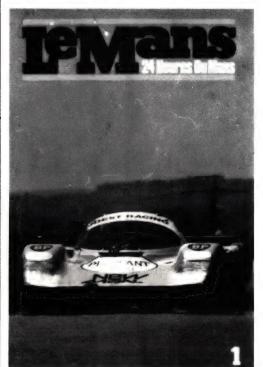
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#### **EOIN YOUNG'S DIARY**

### The memory of a racing legend lives on in the 80s

JIMCLARK REMEMBERED. Remembered. It is a measure of the greatness of Clark that Graham Gauld's original book Jim Clark Remembered, published by Patrick Stephens in 1975, can stand (indeed demand) to be republished in a second edition with many new photographs and some important additions, not least the description of the crash investigation by Peter Jowitt, which was not originally made public.

Jowitt is one of those arrowstraight people you don't often come across, so his description of Clark's crash can be regarded as the final word. He is in no doubt that the accident was triggered by a piece of debris on the track cutting a tyre. "This cut went completely through the tyre and I could not find any part of the wreckage which could have caused it . . . at high speed in a straight line, centrifugal force will in fact hold the tread out so that it looks as if there is no puncture and the driver will not know that the tyre has deflated. As soon as a side load is put on, in cornering, the tyre becomes unstable and cannot generate the cornering force that the driver would expect. With the righthand rear tyre deflating, the effect in a right-hand corner would be some oversteer. Correcting this by steering left would put a heavier cornering load on the unstable right-hand tyre, which would give rise to a fairly vicious right-hand oversteer. Correction in the opposite sense at high speed on a very wet track would clearly be difficult. The tachometer in the car, a mechanical type, indicated that Jim had power on right up to impact, clearly trying to hold the car. There are, however, situations in which even the unearthly skills of Jimmy Clark will not suffice."

Jowitt is senior engineer at the Experieantal Aircraft Department in Farnborough and the fact that Chapman asked for him to investigate the wreckage had a profound effect on Jowitt. "I had to revise my view of Chapman. I felt that he was being tortured (not a word that I would use very frequently) by the thought that



Chapman: Tough, forthright, brilliant but not always popular

he had in some way contributed to the death of a man who was to him very much more than his team leader. I am fairly sure that if there had been some shortcoming which in any way had caused this accident, he could have simply turned away from racing. Colin's grief was vey private. He did not want the results of the investigation published, and I think that they never were." Until now.

### **Mastermind** at team helm

COLIN CHAPMAN was Lotus. He was the mastermind, the man who built the first Austin Sevenbased cars and the Lotus Company, the genius behind the design. But like all strong men in any business he was not universally popular. His command was recognised but there were those who felt that, as with a dictator in any area, he was not the total pacemaker that the media made him appear. As the man who called the tune in Grand Prix design he was not popular throughout the Grand Prix paddock. Tough, forthright, brilliant, but not popular. Hard to find a dictator who is, I suppose

-easier to find a man who would prefer to be dictator than popular . . . The new master of Lotus, David Wickins, is no less enthusiastic from the motor business side but he is a trader rather than a dictator of design and fashion. A shopkeeper rather than an artist. And if you have talked to artists recently, you will know that shopkeepers do rather better over the long term. The Lotus group is re-arranging itself in that the Bamford JCB earth moving equipment firm has bought itself a sizeable slice of the shares that were offered when Hazel Chapman and former Lotus accounts man Fred Bushell made their holdings available. Hazel and Fred still hold shares but are no longer able to influence decisions. There were recent suggestions that Aston Martin and Lotus might be getting together but that is said to be rather optimistic and that the suggestion has been promoted from Aston rather than Lotus. Wickins comes across as a type of Chapman, but in the area of the motor trade, a man who is a whiz when it comes to stitching deals together, but a man who is not universally popular in the area of motor trading that he tends to dominate. A Colin Chapman in his field, perhaps.

### **More caution** around Italy

HISTORIC **EVENTS** gathering enormous followings and if the Monegasques were brave enough, I'm sure that a race devoted to historic cars including pre-war Mercedes and Auto Unions would still draw the crowds. I hear from "My Man Smith" that the Mille Miglia Storica is on again next year on 12-14 April and that he has entry for an Aston Martin DB4GT that has just been added to his collection.

Murray Smith is a British ex-patriate who runs an advertising agency out of New York, races old cars including the ex-Behra F2 Porsche single-seater, and a fine old 4½-litre Bentley restored to ultimate reliability by former Bentley Drivers Club boss, Hugh Harben. Smith phones from Paris to ask if I would be his co-driver in the '85 Mille Miglia, and I hasten to accept subject to whatever pattern the World Championshp Grand Prix season eventually settles itself into. Next year's re-creation of the 1,000-mile race will be more in the form of a "Tour of Italy" for pre-1958 performance cars, in that the speed events will be on race circuits and the 'tween-track bits will be slightly saner than the open-road effort was this year.

### **Watson's trip** to Las Vegas

JOHN WATSON raised all sorts of rumour when he visited the final round of the Indy-Car series at Las Vegas (won by Mario Andretti for Lola) but in fact Wattie had made the trip to the West Coast mainly to see Vasek Polak, a veteran Porsche campaigner, to buy bits for his early 956 Porsche Carrera. With Formula 1 behind him, he has to be the ideal man for a works Porsche long-distance ride.



**Eoin Young** 



Bank of Scotland: Advantages over traditional policies

# What the banks have to offer on insurance

### The High Street banks are muscling in on the UK motoring scene. Michael Harvey tells the story

ANOTHER option in the motor | insurance field is about to confuse the motorist, with two major high street banks announcing non-personal motor policies. The Bank of Scotland entered the market last week (Autocar, 28 November) with its Private Car Insurance scheme and the Trustee Savings Bank has followed with the announcement this week of its rival Insurance Plan, to be put into action next spring. Barclays has a less actively promoted policy for a number of years, but these latest schemes claim to offer a real alternative for the motorist

The Bank of Scotland plan has its advantages over traditional company policies. John Moor, managing director of the Bank of Scotland Insurance Services, claims that costs can be up to seven per cent lower, and extras that come free with the Bank scheme would push the premium up on directly negotiated policies: "We have designed our policies to meet every motorist's requirement," he says. "The large companies cannot offer anything like the package we can; with our computer facilities we can relieve them of the hassle of premium negotiation and collection. Being a major bank we can not only negotiate large volume schemes with our underwriters, but can offer our customers monthly payment plans.

The main extras from the Bank are insured no-claims bonuses,

free green cards and legal services, bonuses on cars under two years old—if stolen or written off—and replacement windscreens. The catch is that to enter the scheme, drivers have to be between 25 and 74 years old, and have had no claims in the previous two years. The cars it is prepared to insure are limited to under group six.

Details of the TSB Trust Motor Insurance Plan are not yet available but Mike Ramsay, marketing director of TSB Trust, describes the operation "totally up to date and very competitive". TSB Trust is underwritten by Royal Insurance and the conditions for entry are likely to be the same as those laid down by the Bank of Scotland.

The Barclays Insurance plan has been in operation for some years, and is also underwritten by the Royal. John Lawson, marketing manager of the Barclays insurance subsidiary, says it will be revised and re-promoted in 1985. Barclays will offer anyone a quotation, regardless of claims records, although only those in the low-risk groups stand to gain any advantage by insuring through the Bank.

All the major banks have insurance service subsidiaries which can arrange non-personal cover for cars, although they do not actively promote these schemes. So they have less to offer in terms of premium advantages and extras.

# Top Car award: Does it have any meaning?

### Controversy rages over the new Renault 25's success in the polls. Report by Debra Stuart

MOST PEOPLE would agree that the Renault 25 is a significant new car, but was its achievement in winning the Top Car award from the Guild of Motoring Writers as significant?

Since the award scheme started five years ago, controversy surrounding it has steadily mounted, despite improvements to the voting system. Unlike the Car of the Year award, for which a much smaller panel of judges vote on different aspects of every car, the 368 Guild members are asked to vote on only ten cars. These are selected by three sub-committees studying styling, road test performance and technical merit. There are just three people in each sub-committee who are familar with the 52 eligible new

Stuart Bladon, a member of

the road test sub-committee and responsible for collating the selection results, pointed out that "Members were asked at the bottom of the voting form if there was any car which they felt should have been included in the ten. Although 22 extra cars were voted on not enough people voted for any one particular car to warrant its inclusion."

Dissent for the scheme has been voiced by many Guild members, as well as some of the manufacturers whose cars did not make the top ten. The motoring correspondent of the Daily Mail, Michael Kemp, abstained from voting in Top Car and told Autocar: "So many Guild members are not full-time motoring journalists. A lot of them only join for what they can get out of it, ie free cars. They bring only discredit to the journalistic pro-

### The 3D plates rule and

### When is a number plate outside the law? Peter Williams reports

BRITAIN'S number plate manufacturers appear to be in disarray. At the heart of the matter is the colour black and as far as the Department of Transport is concerned "black is black".

Then enter what is known as the 3D plate, which looks like it has raised letters and figures but is in fact an optical illusion — it only looks that way because the letters and figures have surfaces in black and grey. But as far as the DVLC is concerned such plates are illegal.

This leaves the motorist with these plates in a difficult position. As the owner of the vehicle he is open to prosecution by the police unless new legislation is brought in soon. And the police *are* aware

of the situation; in Strathclyde they have already had a clampdown on cars bearing such plates.

In Britain, the Department of Transport, DVLC and the police leave the making of plates to the manufacturers, who by law have to make them to a certain specification, and then present them to the British Standards institute for certification actually given by the DVLC. In the Road Vehicles (Registration and Licensing) Regulations, statutory instruments No 450 (1971), No 1865 (1972) and No 1089 (1975), all number plates have to meet BSAU145A, described as "specifications for reflex reflecting number plates" which covers 11 specific areas.

At present the BSI measures the "luminance" factor of the black lettering by means of reflecting light on the plate and a barium sulphate powder block at an angle of 45 degrees and comparing the ratio between



Top Car: But did the Renault 25 face tough enough competition?

fession. Also, on the basis that the members take it in turns to serve on the sub-committees, there is bound to come a time when these inconsequential people are deciding which cars other people should vote for. The Car of the Year award is quite sufficient."

On the manufacturer's side, Fiat, for instance, has introduced some very interesting cars this year, such as the Panda 4×4, Abarth 130TC and the Regata, the first being the only all-wheel-

drive car to feature a transverse engine. Despite being so technically interesting, it received no points from the technical committee and was therefore excluded from the Top Ten.

Mike Thorold-Palmer, public affairs manager for Fiat, said: "If the Guild feels it necessary to have its own contest, in competition with the International Car of the Year, in which the UK plays a full part, then surely every eligible model should be voted on by every member of the Guild. It

would be interesting to know just how many members of the Guild voted in this year's Top Car. In previous years, I understand that the majority of members didn't vote at all."

Surprising as it may seem, fewer than half of the Guild members voted and when asked why, many journalists said they didn't believe the selection procedure was fair.

Another complaint from manufacturers such as Nissan is that likely sales volumes of

contenders are not taken into account. The Hyundai Stellar, a South Korean-built car featuring Cortina mechanicals, made the Top Ten, but the new 300ZX was not included. Hamish Cardno, Nissan's press manager, thought that "Cars such as the new Ford diesels, with fairly major worldwide significance, should have been voted on."

For the winning manufacturer, of course, the Top Car award is an invaluable advertising aid, but to the average car buyer, the title could well influence any decision on which car to buy. Is this reasonable?

Frank Page, chairman of the Guild of Motoring Writers, thinks it most definitely is. "I do think it's a significant award. The refinement process may not have altogether been finalised, and there will be a fresh look at the selection process next year, but it will only be dotting the 'i's and crossing the 't's. Don't forget that Top Car is directly relevant of the British market, and value for money is one of the major considerations. What we're looking for is an accolade of excellence so the award will not necessarily go to a car which will sell in massive volumes." When asked whether he voted in Top Car, Page explained that as a juror for Car of the Year, he was not allowed to participate in the other competition.

### Britain's fashion-conscious law breakers



Britain's number plates: law is complex and unfathomable

them. The "luminance" factor of the black letters should be no more than five per cent and in that context the 3D plates meet BSAU145A. But this specification, and the regulations, state that the letters of the number plate can only be "a single black stroke" and hence the present conflict between manufacturer and the DVLC. Regardless of that, to meet the regulations, all number plates offered by manufacturers must have been tested and certified under BSAU145A and the plates must be so marked.

One company, Hills (patents) of Staines in Middlesex, a subsidiary of the 3M Group, has come under fire from the DVLC and fellow plate manufacturers for producing 3D plates which it

calls "APEX" plates. But 3M says that, as far as it is concerned, the plate is not illegal, that it conforms with the BSI standard and that the colour is black.

But according to the Association of Vehicle Registration Plate Manufacturers — one of two associations to which the plate manufacturers belong — the real threat is that the business could be taken away from them if this sort of thing continues. The 3D plates are not the only problem; there are other variations on the basic theme.

One is the use of coloured trim around the edge of the number plate. This is actually done by HM Customs and Excise to identify a car which has been bought new to be exported by the owner within six months or a year. But for the unsuspecting owner of a car where the age and road tax do not correlate with the export regulations, he or she could find themselves inconveni-

enced by a police officer if their car's number plate has a coloured trim and is not intended for export.

The basic problem is there are too many manufacturers competing for market share. By sprucing up the appearance of the plates, a manufacturer is in effect trying to attract the motor trade to its own product. An example of this is Saab Piccadilly which ordered some of the 3D plates from Hills and returned them promptly, when it found no BSI number.

"They are super looking plates," said Denis Dawson of Saab Piccadilly's PDI centre. "We were given assurances that they were 100 per cent legal but we questioned this because of the missing BSI number."

For the time being then, if the motorist keeps his "non-approved" number plates, he could well suffer the attentions of the law, and would have to seek redress from the manufacturer.

### **SLIM HOPE FOR CHANNEL LINK**

ANYONE who expects reasonably speedy results from the current round of talks over a cross-Channel link is likely to be suffering from delusion. Even though the discussions are taking place at the highest level — between the British Prime Minister and the French President — there is little prospect of immediate success, for the project is at the mercy of political considerations, as it always has been.

There is no question that, on economic grounds alone, a Channel tunnel or bridge is a viable and desirable proposition. Even with the huge expense involved — one of the proposed schemes for a rail tunnel, probably the cheapest possible method of connecting Britain with the Continent, is estimated to cost more than £2,000 million — the speed and convenience of such a link would justify high tolls or fares and the outlay could be recovered within a comparatively short period.

The factor that will continue to delay construction, as it has done for many years, is the political one. Full agreement between the British and French Governments on the ownership and administration of the link has

never seemed a remote possibility.

Even now, the apparently preferred solution of opting for private finance is liable to face severe stumbling blocks. When it comes down to it, neither country is going to be happy to approve a scheme totally financed and carried out by a group consisting entirely of nationals of

Yet this is jingoism taken to absurd levels. The demand for a link undoubtedly exists, and ideally it should be owned and operated jointly by the two Governments. A share in such an enormous national asset would eventually be profitable, providing welcome finance for both treasuries. It would also be an achievement of public service of which both countries could be Unfortunately, political suspicion seems certain to remain an obstacle compared with which even the stormiest waters of the Channel are easily navigable.

Editor Bernard Barnett, Deputy Editor Sam Brown, Production Editor Davy MacDonald, Technical Editor Michael Scarlett, Technical and Road Testing Graham Jones, Bob Cooke, Andrew Kirk, Grand Prix Editor Peter Windsor, Chief Photographer Andrew Yeadon, Production Robin Braddord, Art and Production Tony Baldswin, Staff Writers Peter Williams, Martin Lewis, Michael Harvey, Liz Turner, Sub-editor Debra Stuart, Editorial Assistant Penny Gates, Testers' Club Secretary Margaret Wentworth, Special Contributors Ronald Beale, Shuart Bladon, Olaf Fersen, Vic Heylen, Anne Hope, John Lamm, John Miles, Lord Montagu of Beaulieu, Graham Robson, Gianni Rogliatti, Edouard Seidler, Eoin Young, Display Advertisement Director Derek Redfern, Assistant Advertisement Manager Wendy Taylor, Classified Sales Manager Simon Daukes (01-943 1122), Advertisement Production Wolfgang Harles (01-943 3808), Classified SalesDirector Peter Osborne, Publishing Director Eric Verdon-Roe, Managing Director Simon Taylor 38-42 Hampton Road, Teddington, Middlesex TW11 01E. 01-977 8787 (Telex 8952440); Subscriptions and back numbers: Tel. 01-937 7288.



'Illegal' number plate: But does it really matter?

### Home sales boom:Time

AS the new wave of consumer protection washed over the Atlantic to these shores in the early 70s, politicians and consumer rights associations were more than eager to put the motor trade and industry under the microscope. Standards were created for advertising, forecourt and showroom displays, servicing schedules and even the wordof-mouth patter of salesmen. Standards were also set for vehicle safety, with an evergrowing list of type approval requirements, while manufacturers' warranties had to be rewritten to comply with the demands being made.

Suddenly consumers had become important enough for someone to care about their rights and there is no doubt that the motor industry was forced to sit up and take notice. Today the customer is as well looked after as he will ever be; but for all the vociferous activity of selfappointed consumer watchdogs, two overall basic rights look like being totally ignored.

While standards have been



Mazda: Worried whether the custome

representation and the dealership network, the only certainty the future holds in store is one of change; in this respect the most desired change would be freedom to sell what the market demands.

The current ultra discountconscious market generated by lifted in all areas of importer | the major domestic manufactur-

### Today's drivers under siege from the law

WHEN I was a lad one of the pleasures of life was simply looking at cars. They came in all shapes and sizes, they all had leather upholstery, and they all made different noises. They even had different types of number plate; some had flat lettering, some had raised, and this latter category was divided into triangular and round shapes, with a further sub-division of materials, which ranged through steel and plastics to ceramics.

Then came the era of standardisation and the reflective, flat perspex number plate, undeniably an effective safety aid but a smothering influence on personality. Since then, there have been few attempts to reassert individuality. For a while red lines around the plates were in vogue, and then there was lettering with inlaid lines; but these are, strictly speaking, illegal, and there have been one or two prosecutions. Most recently, the Hills company has tried to rea raised-lettering introduce

effect by means of a trompe l'oeil device, but the heavy hand of the Driver and Vehicle Licensing Centre has descended upon it.

Last week's Autocar reported the DVLC's view that the plates are illegal because they do not conform with the Road Vehicles Registration and Licensing Regulations, Statutory Instruments No 450. No 1865 and No 1089. These are indeed weighty instruments to have fallen foul of. The mind boggles at the amount of Parliamentary and civil service agonising that must have taken place over their drafting, and the needless expense that was undoubtedly involved. (If the Government and the police wanted all number plates to look alike, it was presumably too simple to show a picture of the definitive article with a caption and detailing, in words of one syllable, the required sizes and materials.

By itself, the number plate issue is insignificant, but it illustrates the increasing and unnecessary legislation with which

the motorist is encumbered. Noone is going to quarrel with the proposition that many laws are indispensable to safety, especially in view of the number of cars on the road nowadays. Compulsory seat belts are a good example of the kind of regulation that sacrifices the freedom of the individual in favour of the wellbeing of the majority. Emission controls, too, are a worthwhile development, although there is a danger that they will be pushed to greater lengths than necessary.

The fact remains, however, that the motorist is hedged about with so many rules and restrictions that in the end they are self-defeating because there are simply too many to be remembered and complied with. Moreover, some of them are not sensible in obvious ways, with the result that they tend to be ignored. It has been pointed out that laws which few people respect are by definition bad.

This is not a plea for a return to the "good old days". While many

cars today have lost their individuality, they are immeasurably better in every other respect than they used to be; they are better made (a surprising discovery), they perform better and (more surprises) they last longer. Some of this, admittedly, is the fruit of legislation designed to protect the motorist not from him- or herself but from penny-pinching manufacturers.

Nevertheless, even allowing for the larger number of cars on the road, driving is a less pleasurable experience today partly because of the weight of legislation and partly because of the hordes of police who seem overanxious to enforce even the most pettifogging rules.



**Bernard Barnett** 

### to scrap the Japanese car import quota



will ever again have total freedom of choice

ers, together with the limited volume of sales imposed on Mazda, pose fascinating scenarios as the industry contemplates the EEC stance on competition policy throughout Europe. Mazda in the UK shares the misgivings stated by the SMMT and agrees with many of the comments made by Sam Toy, (Auto-

car, 17 October). But there is certainly no comfort to be taken from the speech made by the director general for Competition Policy Commission of the European Communities, in the House of Lords during the last week of September.

It appears that the result of EEC action will be a general rise

in pricing in Europe, with a net pricing position eventually being followed by the UK domestic manufacturers and importers. Certainly no gain can be foreseen for UK consumers.

So where does consumerism stand now? Where are the voices demanding freedom of choice and who are the watchdogs of pricing policy? The dual standards of consumer protection do become obvious the more one looks at this industry; waves can be made in certain instances, but let us not go too far.

Competitiveness within the general marketplace is at an all time high and any kind of agreement, voluntary or otherwise, to restrict car buyers' freedom of choice is no longer necessary. Surely the UK manufacturers now feel strong enough to face open competition from Japan? One result of such a move would undoubtedly be more competitive pricing. That is looking after the interests of the customer.

Under the present circumstances, Mazda is not in a position to expand its retail representation in the UK rapidly. However,

it is the quality of this representation that has grown in stature in recent years. While suffering the consequences of voluntary import restrictions, Mazda has had to face pressure from consumers complaining about non-availability of desired products.

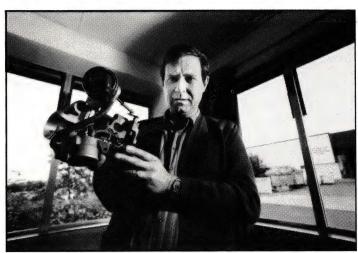
There is no doubt they find it difficult to understand how in the past six years Mazda has been able to reach the position of number one Japanese car importer in a number of European countries, yet in the United Kingdom the products are hard to find.

And that comes right back to whether the consumer will ever again have total freedom of choice. Just who is looking after their interests?



John Ebenezer Managing Director Mazda Cars (UK) 5 DECEMBER 1984 AUTOCAR 19

# Taking turbo: STREET TALK FROM ALEXEI I AM writing to express dismay, disappointment disgust at the language used printed in the Me and My column headed "The Bu



Turbo factor: More tuition needed for drivers?

I SHOULD like to add my sincere thanks and appreciation for the article in Autocar (7 November), to the many owners of turbo cars who must have written thanking you for Ian Adcock's investigation turbo-charging.

Unfortunately, having recently bought a Renault 11 Turbo, largely on the strength of your good report of 18 August (acceleration and economy), the article has scared me pink.

I feel that in fairness Autocar should publish another article expanding the damaging attributes, according to Geoff Kershaw, as to how such cars should be driven (only touched on, no explanation), starting and running-on techniques - (incidentally, I thought the latter was taken care of by the fan continuing after the engine was switched off) — and general running practice.

A. Cochran Highcliffe Dorset

### **DILEMMA OF A STAGOWNER**

I HAVE recently been considering changing my much-loved and admired 1978 Triumph Stag for a newer car. Not because of any problems associated with this model, none of which I experienced in 20,000 miles of motoring - but more simply — I fancy a

Trade-in prices offered by two

dealers varied from £1,800 in part exchange for a new Toyota Supra at £12,200 (automatic) to £2,800 in part exchange for a seven month old Supra at £10,000 (manual). The second offer was raised to £4,000 two days later. Being happy with this figure, I then arranged a test drive. Expecting much improvement over my six-year-old car in performance and refinement, I can only say how disappointed I was. The engine seemed harsher and less relaxed than mine, the wind noise was only marginally better (mine having the less than perfect hard top fitted) and the interior styling, including the dashboard and switchgear, was no improvement on the Triumph layout. Its plus points were the standard fittings including air conditioning, electric roof, electric windows, power steering, cruise control and stereo and some very comfortable seats

But the dealer now said he could only offer me £3,500. My, by now dampened, enthusiasm for the new Toyota was extinguished completely. I am now considering a Lotus Esprit S3. Here, there is an obvious danger of being bowled over by its looks

As a newsagent, may I say that the new format of your magazine has in the majority of cases drawn favourable comment from those who buy car magazines—not just Autocar.

S. Goodwin Gosport Hants

I AM writing to express my dismay, disappointment and disgust at the language used and printed in the Me and My Car column headed "The Bulldog Breed", (Autocar, 28 November).

Frankly, it is a feature of the new-style magazine I could well do without — I haven't read all the preceding ones under the same heading — but I do like old Rovers. If this is to be the norm, I may go elsewhere for my motoring reading.

A. Ravfield Rotherham **South Yorkshire** 

The "language" was not used gratuitously — it was relevant in the context of the character of the interviewee. - Editor.



Sayle: Speaks his mind

### **POWER RATING STANDARDISED**

MAY I suggest the time has now arrived for Autocar to present and compare engine outputs in a standard format.

It is becoming increasingly difficult to evaluate engine power when comparing BHP: BHP (PS-DIN): kW and kW ISO.

Where an engine manufacturer states his maximum power output in any of the above methods, I would suggest the Autocar convert these to a common standard in all instances so that they are comparable, as is presently adopted with torque measurements (lbft).

I would further suggest that the technical editor compile an article analysing the various components required to calculate maximum power.

A. R. Beer Lusaka Zambia

### **SERVICING CAN BEAPLEASURE**

HAVING read in Autocar the difference of opinion between some dissatisfied customers and Paul Layzell of BMW, I would like to comment.

I recently sold my BMW 316 which was one of the first in the UK and has covered 100,000 miles. On the two occasions that the vehicle was "off the road" for any length of time, my local dealer kindly loaned me a BMW 520 and a new Cavalier GL at no cost to myself.

I could not claim that this dealer has been faultless over the years but he was always helpful,

### **AUTOCAR'S ARCHIVES**



That's a relief

Mr Marconi is said to have designed a new electric car, which is now being constructed at Leghorn. It is said to have a speed of thirty-eight miles per hour, four batteries weighing 250lb and accumulators sufficient for a run of 560 miles.

The Autocar, 7 August 1902

What is the average life of a private car on English roads? The SMMT in its annual review, The Motor Industry of Great Britain, gives it as 7.8 years. In view of the quality of workmanship of modern cars this figure at first appears low . . . What owners are there who have kept the same car for over seven years? It is inherent in nearly every motorist as soon as they have bought one car to long for some other model.

The Autocar, 7 August 1936

Speed limits of 50 mph on single carriageways, 60mph on dual carriageways and 70mph on motorways have been imposed in Great Britain, taking effect from 16 December. The fuel saving this will bring is very small and greater savings can be made through driver education.

Autocar, 21 December 1974



BMW: Successful servicing does not seem to be a problem

courteous and eager to solve every problem presented to him. R. J. Morton Lockerbie

Lockerbie Dumfriesshire

### BENZ DOGCART SEEN ON MARS

I HAVE it on the very best authority that next year will be in fact the 10,000,000th Anniversary of the Motor Car. Photographs taken by a US Space Agency probe and beamed back to earth some years ago clearly showed the general outline shape of a car similar to a Benz Dogcart alongside what can only be the ruins of a Martian filling station. Space geologists with NASA have been able to date this vehicle as just under 10 million years old.

We can therefore conclude that a "superior intelligence" had already invented the motor car before man had even stood upright to pick bananas off trees. "All genuine car enthusiasts are therefore invited to join me in a flight to Mars next year to celebrate Motor 10,000,000. We might succeed in debunking all this squabbling over who invented the car and when.

G. J. Arnold Dereham Norfolk

### IN PRAISE OF THE BL DEALER

TWO of your letter writers (Autocar, 24 October) have hit the nail squarely on the head in their vociferous complaints of service from both BMW and BL dealers. I have a fault-free Rover 2600 SE which is driven very hard in the UK, Spain and France often averaging 80mph for periods of four or five hours.

Servicing has been courteously and effectively carried out by BL dealers Greens at Haverfordwest (with a replacement vehicle provided too) for the 1,000, 12,000 and 24,000 mile services; these have been my only visits to the garage. The car is now 18 months old and approaching a 36,000 miles service which I know will be carried out competently. All this is a far cry from 15 years of abysmal, indifferent service given by two much larger dealers locally who between them nearly wrecked my BL allegiance.

Incidentally, my firm operates two Rovers, two 1.3 Metros and a MG; all of which have been virtually trouble-free in spite of being driven by many different people. Have BL found the answer to reliability? I believe they have, provided the local dealer can deliver a standard of service that we all have a right to expect.

D. Lindsay-Williams Cardiff



Service: Who has the solution?

### SEAT BELTS CUT THE COSTS

STATISTICS tend to show a decline of up to 30 per cent in fatal and serious injuries in motor accidents as a result of wearing seat belts.

**LETTERS** 

Logically, this would appear to require less emergency service usage. The result should be a considerable reduction in expenditure, so allowing a drop in income tax, and a favourable review of car insurance costs.

Is any research being done?

G. Milner

Stourbridge

West Midlands



Seat belts: Saving lives

### KNOW YOUR LIMITATIONS

PERHAPS your reader Anthony Philips, (*Autocar*, 31 October), falls into that other category of motorist over his views on rear foglamps.

It should be pointed out to him that high intensity rear foglamps are not intended to be a guide in poor conditions for drivers with lemming-like tendencies. "See and be seen" is an old safety motto and it still holds true today.

The whole idea of rear foglamps is to stop the kamikaze driver from attempting to enter the vehicle in front of him via the boot lid. Common sense must prevail in adverse driving conditions and it is foolhardy to trust the judgment of the driver ahead of you. Drive at your own speed and within your own ability.

K. Watson Surbiton Surrey



Rear foglights: Visual aid

### AUTOCAR NEXTWEEK

#### **AUTOCAR TEST**

We test the revised Audi 80GL which now shares the popular 1.8-litre, 4-cylinder engine with the sporting Scirocco range, making it more refined than ever before

#### TEST UPDATE



The top of the range Renault 11 Electronic features much of the gadgetry from the larger hatchback 25

#### **ACCESSORY REVIEW**

With Christmas approaching, we sample a wide range of motoring accessories which will make ideal gifts

#### **NEW MERCEDES**



We go to Germany to sample the new Mercedes 200 models, due to arrive in Britain next year

#### **ROAD REPORT**



Also in Germany, John Miles drives the exciting new BMW M635CSi which produces a hefty 286 bhp

Contents are subject to late changes

THE 1984 Lombard RAC Rally turned out to be a two car competition and a two part event. Whatever the bulk of the entrants might have felt, and whatever the rally organisers might have planned, two cars dominated the action—and the action itself was divided into two separate parts.

The cars in question were the Peugeot 205 16 Turbo of Ari Vatanen and Terry Harryman, and the Audi Quattro of Hannu Mikkola and Arne Hertz. The two parts were the section that took place before the event reached South Wales, and the part run subsequently.

For three and a half days of the five-day event the pattern seemed set. In incredibly slippery conditions, four-wheel drive cars dominated from the start.

Mikkola, in the Quattro, a car which has won this event for the past three years, could do nothing about Vatanen in the Peugeot, who pulled away steadily from the first stage.

When the rally was just over two days old Mikkola was ready to accept second place as the best he could hope for. "I think we will have to let him go," he said after the first set of Yorkshire stages. "He is over three minutes ahead and if I try any harder I will just break the car."

Despite the pace up front, and the slippery conditions, the rally to that point, and on through to the end of the next day, proved to be singularly uneventful. In a rather bleak, windswept car park at the head of a valley above Neath in South Wales the picture changed.

The first indication was a sudden burst of excited static on the service radios. Then the sight of David Sutton, the Audi Sport UK team manager, leaping from the warmth of his car and sprinting across the tarmac proved that this was no ordinary incident. Sutton is not renowned for rapid movement.

"Ari has rolled. Hannu is first out of the stage." And then he was off to bring the good news to another group of watchers.

For at least 15 minutes there was rumour and counterrumour. Per Eklund, the Toyota driver, claimed that he had seen Vatanen driving out of the stage. Russell Brookes, for Opel, was certain that the Peugeot was so far off the road that the team had no chance of getting it out.

"I must have been asleep," claimed Vatanen later. "It was very slippery and I just missed a braking point. The car was off the

## VATANEN SUBLIME IN DUEL

Difficult conditions and a large entry failed to prevent the RAC Rally from being dominated by Vatanen and Mikkola. Rupert Saunders reports



Mikkola: The best he could hope for was second

road and upside down."

Spectators appeared from out of the trees and, five minutes later, the Peugeot was back on the road. "We made a mistake waiting for the spectators to appear," admitted Vatanen. "That car is so light we could have rolled it back on to its wheels by ourselves."

Staggeringly, the Peugeot had suffered body damage only and, since all the Peugeot-Talbot service vans carried a complete set of replacement body panels, it was a barely bent 205 Turbo that headed on into the Welsh night.

But Mikkola was ahead for the first time in over three days and from that moment on, the rally was never the same. The Audi crew had a 40-second advantage but they knew that they didn't have the pace to hold Vatanen off and, within three stages, the status quo was restored.

This time it was Mikkola's turn to have trouble, limping through a test with a broken gearbox and letting Vatanen through to the lead. Surely he was unbeatable now.

But fate was to play her hand once more and, again, the radios crackled out an ominous message. The four-wheel drive Peugeot broke a rear drive shaft in the Dyfi forest and the crew completed some 16 miles using front wheel drive only. Mikkola led for a second time — by just one second.



Vatanen: The team knew that they wer

With only six stages left to run there was everything to play for. This time Mikkola was determined to stay in front. But, once again, the mechanical gremlins struck. Just when he needed all the power he could get, Mikkola saw the turbo boost pressure fade away and the service crew were left with 22 minutes to change a glowing hot turbo charger.

They managed it — as rally service crews always seem to — but the moment was past. A fire in the turbocharger just one stage from the end finally put the lid on any bid by Mikkola. Vatanen, with Ulster's Harryman in the co-driver's seat, went on to take his first RAC Rally win — not bad for a team that was



going to win and that they were capable of coping with any disaster on the way

only competing as a test exercise.

To Tony Pond's eternal chagrin, the very first stage of the rally eliminated the Rover Vitesse, and brought the much heralded return of Rover to a sudden conclusion.

Pond was the only major casualty of that first day but, after the early morning restart on Monday, it soon became apparent that the slippery conditions which had proved to be his downfall were also going to dictate the result. Four-wheel drive ruled the roost.

Through the Lake District and Scotland it was Vatanen, followed by all four Audi Quattros with the Toyotas and the Opels fighting it out for the minor placings and first in the twowheel drive rally. Even Audi Quattros have their weakness though — transmission — and the mechanics had plenty of practice at changing gearboxes and diffs.

Mouton and Wilson had problems in the Lake District but more serious was Wilson's trouble in the Scottish stages of Twiglees and Castle O'er which he had to complete with the car stuck in fourth gear. The six minutes that it cost was enough to drop him out of the top ten.

The service effort came to nought. By the time the rally turned back into England and came out of the south of the Kielder forest, Wilson, the only British driver with a chance in these conditions, was out with a blown engine.

Transmission problems continued to dog the Audi team through Yorkshire with John Buffum having to treat most of the long fast stages with caution after losing reverse gear. The exercise of pushing the heavy Quattro round service parks may have kept the mechanics warm, but it didn't exactly make for confident driving in the stages themselves.

When the rally returned to Chester for the overnight halt, after an exceptinally long loop, the field was remarkably intact. The Peugeot was ahead by almost four minutes, Mikkola had pul-

led out eight minutes on Michele Mouton (who, despite or perhaps because of, the enormous power of the Quattro Sport never really looked happy) and then it was Buffum in fourth place.

The two-wheel drive rally was shaping up to be a fight between Eklund in the Toyota, McRae in the Opel and the young Finn Juha Kankkunen, also in a Toyota.

Of the others only Russell Brookes had a tale to tell. For the first part of the loop he had been able to stay with the leaders although even he admitted that he was not truly on top form. Then, in Kielder, he slid wide on a corner and the Andrews backed Manta 400 flipped over on its roof.

◀ Just over three minutes were lost but it was a silly mistake which dropped him well down the top ten. In the Hamsterley forest he slightly overdid a corner again and the car ended up with its nose draped with spectators who were crowding too close to the track. They appeared to be unhurt and, as a precaution, Brookes reported the incident at the end of the stage.

A couple of hours later, just as he was catching a couple of hours rest at the Middlesbrough halt, Brookes was phoned by rally officials and asked to make a statement about the spectator he had *killed* in Hamsterley.

It was the next morning, and several crucial stages later, before the officials were able to confirm that, in fact, nobody had been injured at all. And, in the meantime, a deeply troubled Brookes was well off the pace. It had been a miserable first half of the rally.

The restart from Chester was on Wednesday morning and took crews down to the Forest of Dean before darkness fell and the route turned through South Wales and back towards Chester. With so little action in the first part of the event there was a feeling that something had to crack somewhere. Who was going to break the deadlock?

And in four stages in the valleys above Swansea, the rally was turned upside down.

"There were no problems in Scotland, none at all. We come to Wales and it's fucking disaster," muttered Alex Strathdee, McRae's fiercely patriotic mechanic. The Scottish driver spent nine minutes off the road on the Margam stage and damaged the engine trying to pull clear of the mud.

The mechanics changed the head gasket in just over 40 minutes by the roadside but, in their haste, didn't tighten all the hoses sufficiently and, a couple of stages later, McRae had to stop five times to wipe oil off the windscreen. He slipped back to seventh place, where he was to stay until the rally finish.

But it wasn't only McRae in trouble here. The Toyota team had lost Bjorn Waldegaard on the first leg of the event when the engine went on his Celica GT. Now rivalry between the other two team drivers, Per Eklund and Juha Kankkunen, came to the fore. Kankunnen was setting a cracking pace after having suffered a puncture in Scotland but it seemed madness that he should



Eklund: The advantage of experience gave him the edge, but he had to call upon every ounce of his skill to split th

	OMBARD RAC RALLY TOP TEN	and a second of the second
Wo	rld Rally Championship, round 12: 25-29 November 198	4
1	Ari Vatanen/Terry Harryman (Peugeot 205 Turbo)	9h 19m 48s
2	Hannu Mikkola/Arne Hertz (Audi Quattro)	9h 20m 29s
3	Per Eklund/Dave Whittock (Toyota Celica GT)	9h 37m 07s
4	Michele Mouton/Fabrizia Pons (Audi Quattro)	9h 37m 28s
5	Russell Brookes/Mike Broad (Opel Manta 400)	9h 48m 06s
6	Timo Salonen/Seppo Harianne (Nissan 240RS)	9h 49m 37s
7	Jimmy McRae/Mike Nicholson (Opel Manta 400)	10h 04m 20s
8	Shekhar Mehta/Yvonne Mehta (Nissan 240RS)	10h 07m 01s
9	Bertie Fisher/Austin Frazer (Opel Manta 400)	10h 14m 19s
10	Mikael Ericsson/Claes Billstam (Audi 80 Quattro)	10h 15m 03s

be trying to take fourth place from his own team-mate.

And that part of Wales was no place to be trying either. The young Finn clipped a bank on a very fast downhill section and the Toyota flew off the road, over some treetops and crashed heavily into the mountain. Thankfully damage to the crew was only a cricked neck for the driver. The car did not come off so lightly.

Incidents abounded. With Vatanen off the road the radio links were working overtime. Buffum slid off as well, plonking the Quattro in the mud up to its gearbox casing. Even four-wheel drive couldn't help him get out of that and he had to call it a day.

Michele Mouton, struggling in



the very slippery conditions, and seeing her teammate off the road, eased off too much and allowed Eklund to slip through into third place. While most eyes were on the fight up front between Vatanen and Mikkola, the battle between Eklund and Mouton was equally fascinating.

After a season of rallying in the British championship, Eklund certainly had the advantage of experience over the French girl. But four-wheel drive is hard to beat when you have only two driven wheels and Eklund had to use all his skill. By the end he was still there, splitting the Quattros with his Celica, beating Mouton by 21 seconds.

Brookes recovered well from



Brookes: Good recovery from traumas to take fifth place from Salonen



Mouton: Struggling in the conditions, she allowed Eklund to slip through into third

his earlier traumas to take fifth place from Timo Salonen in the Nissan 240RS, and McRae finished seventh, ahead of Shekhar Mehta, also driving a Nissan.

With three cars, driven by Salonen, Mehta and Terry Kaby, running strongly in the top ten at the finish, they seemed a certainty for the team prize. Kaby had had problems in Wales, first going off the road for just over a minute and then having to complete most of one stage with the car stuck in fourth gear.

In the confusion coming off the stage (the radio wasn't working either) co-driver Kevin Gormley missed a passage control and failed to hand in a time card. The crew were excluded from the results and the prestigious team prize went to Audi.

Bertie Fisher, who drove a well controlled rally under the watchful eye of co-driver Austin Frazer, finished ninth despite having had problems with his Opel Manta falling off its jack while he was changing a puncture in mid stage.

For much of the event the Group A battle was between Ola Stromberg in his Saab 99 Turbo and Kalle Grundel in his VW Golf GTi. Stromberg retired with a broken driveshaft and Grundel went off the road after a suspension breakage.

Further down the finishers' list there were some notable performances, principally from members of the British Junior team, which bodes well for the future. National champion, Dai Llewellin, competing on his first ever RAC Rally, finished fourteenth and would have been in the top ten had he not spent 16 minutes off the road in Kielder.

The future for British rallying looks bright; what lessons for the future of rallying as a whole? The Peugeot is the car of the future, of that there can be no doubt. But, more impressive than the car itself, the specification of which will undoubtedly be imitated by other manufacturers, is the professionalism of the team that runs it, which will do much to keep it winning.

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### MADE IN JAPAN: THE GM NEW BABY

### John Lamm views the Ford and Chevrolet latest developments in the United States

ONCE again there is a new small Chevrolet, and once again it's not made in America, but Japan. Last spring, Chevy began importing the Suzuki-made Sprint. Now it's the Isuzu-made Spectrum. Next spring, the Detroit manufacturer and Toyota will announce the Nova, the small car they will jointly build in Fremont, California.

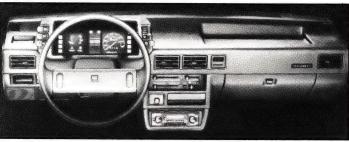
While the Sprint is destined only for dealers in the western US, the Spectrum will be sold in 16 eastern states. The reason for this limitation is the system under which Japanese manufacturers voluntarily limit the number of cars they export to America, so only 29,500 of these Isuzus can be sold in the States.

What Chevrolet will offer is a car to compete against imports like the Nissan Sentra and 3-door Toyota Tercel. Chevy will have two Spectrum models, a 2-door hatchback coupe and 4-door saloon, both on the same 94.5in wheelbase.

Suspension is by MacPherson strut, while the rear is a beamtrailing arm design. Engine is a 70hp, 1.5-litre in-line-4, mounted transversely and matched to either a 3-speed automatic or 5-speed manual transmission. Chevy reckons the



Spectrum under the bonnet: Engine is all-new 1.5-litre four-cylinder unit



Dash: Controls include upshift indicator light and side demisters

automatic version will return 28mpg in the city and 29mpg on the motorway, and the manual 32 and 36mpg respectively.

Inside and out, there's little to separate the Spectrum from its

Japanese brothers except for the Chevrolet name. If you've seen the interior of a Sentra or Tercel, you have seen the interior of a Spectrum. This similarity won't mean much at the present importation levels but if, as expected, the import limits are dropped next March, the Spectrum could become a serious threat to these other models.

The minor twist in all this is that during 1985, Nissan will begin assembling its Sentra models in America at a factory in Tennessee, while GM can't build cars of that size economicaly in the US, which is why it is importing the Spectrum.

In two years time the automotive giant will start bringing in South Korean-built versions of the Opel Kadette to be sold as Pontiacs. Odd times indeed.

### AMERICA REVEALS ITS OWN MINI-VANS

WE expected a flood of Japanese mini-vans into the US, but it never happened. Toyota has made a lot of money with its small van, and Chrysler sells some Mitsubishi Vistas, but the great import boom never materialised. And now the Japanese might as well stick with automobiles, because the big three manufacturers in America have introduced their mini-vans, and they are very good indeed.

Chrysler led the pack, of course, first selling its small van as a 1984 model. Now Chevrolet

and Ford have joined the sales battle; the latter's is the newest, and its name is Aerostar. At 174.9 inches long, the Ford is fractionally shorter than the Toyota (what is it called in England?), but 4.5 inches wider and two inches taller. Aerostar's wheelbase is almost 21 inches longer than the Toyota's to improve ride.

Like all these smaller vans, Ford's is better styled than the classic American shoebox van. Despite the need to keep the Aerostar utilitarian, Ford was able to make significant aerodynamic progress over its past vans, and provide sleeker, less bricklike styling than the other small vans. Like the other vans of its type, the Aerostar has huge doors, the rear one lifting up from bumper height. The track for the side sliding door runs rearward almost to the tail-light, and the step-up height for getting into the van is only 14 inches.

Aerostar is expected to be more than just a big station wagon in America, and so comes in three versions. One is a



New for '85: The Chevrolet Spectrum is made by Isuzu in Japan — and will compete with other Japanese imports



Two-door version of Spectrum: Transmission offers choice of five-speed manual or three-speed automatic. Claim for auto is 28mpg



Ford Aerostar: Newest arrival in the now fiercely-competitive American market for 'mini'-vans — at nearly 175 inches long

dcommercial edition simply called a "van". This type will come with either windows or plain metal sides. The "wagon" form has windows all around, and the option levels: Base, XL and XLT. And because vans are such a popular base for caravans in the US, there's a stripped "RV (Recreation Vehicle) Conversion" model.

The Aerostar of most interest is, of course, the wagon. It will be sold as either a five- or seven-passenger vehicle, with the seat behind the front pair made to detach easily and lift out. If all the seats were removed, you would have 143.5 cubic feet of cargo area, Ford claims, compared with 129.0 for the Chrysler and 149.8 in the Toyota.

Aerostar's seats are plush and comfortable, the XL and XLT models having front "Captain's Chairs" with flip-up armrests on each side. The instrument panel was given more ergonomic consideration than we have had in vans, with pods on the ends of the instrument panel keeping light, windshield wiper and heater/ventilation controls near the steering wheel. One option is an electronic digital instrument panel. As one might expect these days, just about every option



Aerostar styling: Better than the classic US shoebox design



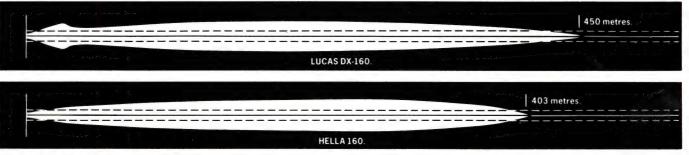
Van version: Prices expected to start at about \$10,000

available on a car — a considerable variety in America — will be offered in this family van. And because of the uses of a van, the option list extends beyond such things as air conditioning and mega-watt sound systems to a wiring harness for quick hook-up to trailers and rear seats that fold into a bed. There's even a ceiling-mounted trip computer.

Unlike Chrysler's van, Ford's is front-engine rear-drive, with a conventional drivetrain. Base engine is the company's 2.3-litre overhead-cam four-cylinder, now with port fuel injection and EEC-IV electronic engine control system. Optional is a 2.8litre, 115-hp V-6. Both 4-speed automatic and 5-speed manual transmission are available. Ford estimates the 5-speed with the 2.3 should get 26 miles per gallon in the city and 30 on the motoroway, while 2.8 is figured at 18-19 city, 23-24 motorway.

Prices for the Aerostar should range from \$10,000 to \$13,000 depending on configuration and options. When it goes on sale next spring, the wagon version should go a long way toward replacing the classic American station wagon, a market in which Ford has always been a sales leader.

# ANYTHING MORE POWERFUL WOULD BE ILLEGAL.



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tangular formats, there's a suitable style for most cars.

And their remarkably shallow profile demonstrates that lamps don't need to be big and bulky to achieve maximum efficiency. What's more, they're much easier to fit, coming with a complete wiring kit



plete wiring kit, comprehensive step-by-step guide and complementary covers.

Rally proven by the U.K.'s leading rally drivers Russell Brookes and Jimmy McRae, and chosen as standard equipment by the British Junior Rally team, these lamps are

truly tried and tested.

Additionally, we've produced a range of complementary Fog Lamps which share the same high technology, high precision characteristics, but naturally give a wider, flatter beam to pick out kerbs and penetrate with minimum glare.

Designed and made in this country, our Fog and Driving lamps are a true tribute to British technology. Confirmation of which was made recently when our revolutionary Maestro 'Homofocal DMC' headlamp was awarded the prestigious 1984 Design Council Award.

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# REMEMBER, WE GOT HERE FIRST.



THE NEW VAUXHALL ASTRA.



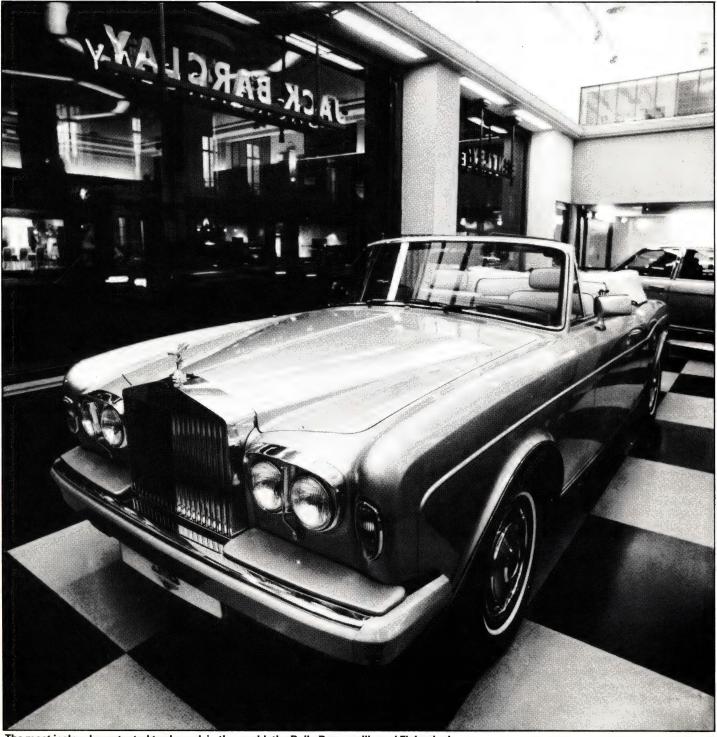
# NOW IT'S OFFICIAL.

The new Vauxhall Astra. Voted 'Car Of The Year' 1985.

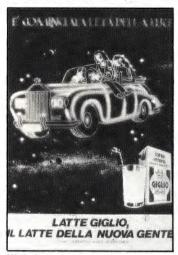
"CAR OF THE YEAR" IS ORGANISED BY TELEGRAPH SUNDAY MAGAZINE, QUATTROROUTE, AUTOVISIE, L'EQUIPE, STERN AND VI BILÄGARE

### ROLLS UNDER WRAPS

Why does Rolls-Royce protect its insignia so ferociously? Lewis Gaze, company solicitor for Rolls-Royce Motors, explains to Ian Adcock how he approaches this ever increasing problem



The most jealously protected trademark in the world, the Rolls-Royce grille and Flying Lady



**High-flying Rolls from Italy** 

DON'T let Lewis Gaze hear you refer to a product as being "The Rolls-Royce of . . .". If he's feeling benevolent you will receive just a warning. Friendly enough on the surface but with just a hint that if you were to transgress again, the full weight of his legal department would fall on you.

Gaze has every reason to get cross, as he is the company solicitor for Rolls-Royce Motors. Although some of his time is spent dealing with the everyday legal problems a car manufacturer encounters, he puts the greatest amount of time and effort into ensuring the Rolls-Royce and Bentley marques are not desecrated.

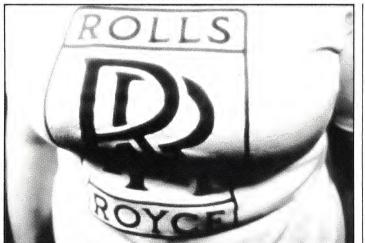
In terms of brand awareness there can be few products, and certainly none within the motor industry, as universally well known as Rolls-Royce. Over the years, Rolls-Royce has gained a reputation as the epitome of excellence in craftsmanship and materials. And it is the continuous striving for perfection, the comparative rarity of the cars and, consequently, their high price, that have taken the Rolls-Royce brand out of the annals of motoring and turned it into a colloquialism for "the best".

To understand some of the problems Gaze has to contend with, we must first go back to 1971. That was the year the largest independent aero engine manufacturer outside the US collapsed. Overnight, Rolls-Royce was bankrupt and with it went the car division.

A financial rescue operation was swiftly effected by Heath's Conservative Government. As part of the rescue package, the car division was floated on the Stock Exchange as a private company. Both the car and aero engine divisions of Rolls-Royce | The inevitable T-shirt slogan



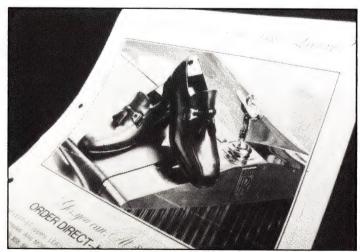
Lewis Gaze, the man charged with protecting the Rolls-Royce and Bentley names around the world against all



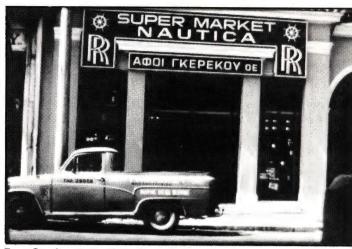




trademark pirates trying to cash in on quality



Mere association is enough to cause problems with Rolls-Royce



Even Greek supermarkets do not escape Gaze's eagle eye

have survived, with the car division now part of Vickers.

However, the separation of the two divisions caused problems over trademarks. Because the Government had effectively bought Rolls-Royce, it technicalbecame owner of all trademarks, names etc that belonged to Rolls-Royce which, in turn, owned the Bentley insignia. When the independent car manufacturer was launched, it was granted an exclusive licence to manufacture Rolls-Royce motor cars, while the aero engine company could only build aero engines.

Therefore the Spirit of Ecstasy, radiator grille, product names and all the Bentley names and badges are owned by Rolls-Royce Motors and not the aero engine company. Anyone abusing or misusing these will have to deal with Lewis Gaze.

Protecting Rolls-Royce's and Bentley's virtue is made easier by a worldwide network of trademark agents. Rolls-Royce names, such as Wraith and Silver Spur, the linked Rs and the badge, are registered in 96 countries totalling 559 registrations. There are 30 Rolls-Royce car trade marks with 411 registrations in 24 countries. In addition, Bentley has seven different trademarks and 115 registration in 24 countries.

Exactly when the name and badge were registered is unclear but, according to Gaze, "It was very early in the company's history". The definition of a trademark is a word or symbol that is adopted and used by a manufacturer to identify his goods and to distinguish them from those of his competitors. It also acts as a reassurance to customers that goods bearing the trademark or brand name are of the same quality they have come to expect over the years.

Without trademarks, a product lacks identity, which makes it harder to sell. But a trademark is not a patent. This is granted by the Government and excludes others from using an invention for a set number of years.

Neither is it a descriptive or generic name for a product such as diesel. However, there are cases such as aspirin, escalator, linoleum and gramophone which were once trademarks but have now passed into everyday usage because the trademark owners have not protected their names vigorously enough from being used by others. Over the years, this loss of control has resulted in the words being debased.

Although infringements occur on a worldwide basis, the US and North and South Korea are the most persistent offenders. Taiwan, once the bane of Gaze's life, has recently tightened its rules on trademark registrations and infringements. Gaze reckons he deals with at least 500 infringements a year, around the world. A staggeringly high figure but a reduction on the peak years when he estimates there were 500 people either using or wanting to misuse Rolls-Royce insignia alone. "In fact, we are coming up to the busiest time of the year. With Christmas only weeks away, the shops are full of cheap. nasty toys and gifts which exploit our trademarks," he explained.

Does this mean Rolls-Royce is against its products being copied for children's toys? "Not in the least. I don't want to exclude children from having toys. Take, for example, the pedal car produced by Sharna. I was getting lots of enquiries and proposals from people who wanted to make shoddy products. But Sharna was different, it worked from original drawings and the material and ¶ production quality were to a very high standard. So it was decided to go ahead. It also has the added advantage of making it easier to stop other toy manufacturers producing inferior and possibly dangerous pedal cars, as that design, as well as our trademarks, will be registered in that particular area," Gaze explained. British law is unusual in that you have to register the trademarks in specific areas; it is not a blanket cover.

"There have been some very substandard products from the Far East which have appeared in stores in America and have been successfully stopped," Gaze continued. "The latest example was a Rolls-Royce police car complete with siren and blue flashing lights."

Toys, though, are just one of the problems. Gaze has far greater problems with copywriters and advertisements. Very often the first time he sees them is when the ad has gone to press and is published.

"Usually a sternly worded letter is sufficient for them to withdraw the ad, and occasionally we have to take further steps but people, especially in this country, are beginning to realise they can't use our products willy-nilly. If they approach us in the first instance, I will try to help as much as possible, so that all parties end up being happy."

As far as cars appearing in ads are concerned, Lewis tries to restrict it to side elevations so there isn't blatant exploitation of the famous radiator and flying lady — the most obvious Rolls-Royce symbols. However, even side elevations can occasionally cause some concern.

But there have been cases in Australia and America where manufacturers have used the radiator shape in their own car designs — the most famous of which was the VW Beetle kit complete with fake radiator grille.

In 1978, one enterprising gentleman in the UK went even further by selling a kit to "convert" Austin Vanden Plas sevenseaters to lookalike Rolls-Royce limousines. The kit contained a fake radiator grille complete with Flying Lady emblem, rear boot badge, hub caps and even an embossed plate to be used on the rocker cover.

Exploitation of brand names and marques goes far beyond the obvious watches, gift collections and trinkets. Journalists are likely to receive a friendly warning



Rolls-Royce company solicitor Gaze and the genuine article he so fervently guards

from Gaze if they should refer in an article to something being "the Rolls-Royce of . . .".

It is difficult to appreciate the naivety of the far eastern syndicate which thought it could get away with building the "Rolls-Royce World Commercial and Financial Centre" in Taipei, Taiwan — complete with a 15-foot Spirit of Ecstasy over the front door.

But Gaze is eager to dispel any thoughts that he and his colleagues are complete spoilsports. "When the Rose Royce pop group came on to the scene in the UK, it was fairly obvious that the name was a play on words. But, as they were well established it would have been churlish of us to try and get them to change it."

He wasn't quite so forthcoming, however, about the case against the PSA group and its decision to market a limited edition Samba in the early part of this year under the brand name Talbot Samba Roller. "That," he firmly declares "is sub-judice" and the conversation quickly changed to the increasing use of other manufacturer's designs by kit car manufacturers.

Understandably, Gaze wasn't prepared to comment directly on particular examples, only saying that some of the replicar producers seemed to be "sailing very close to the wind".

The manufacturers I spoke to who are having some of their products copied, seemed to be split in their attitudes. A Ford spokesman said of the KVA replica GT40 "We are very flattered by the car. If people approach us with the right attitude we will consider helping them." Ford, however, retains the rights to its names and model designations.

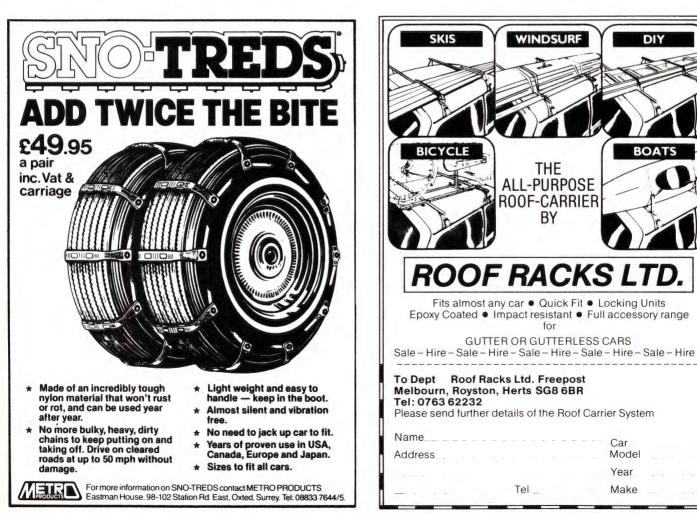
This contrasts starkly with Graham Nearn of Caterham Cars who is upset by the number of people producing cheap replicas of his cars, especially for the American and Japanese markets, "They are taking advantage of our long waiting list and, unfortunately, people are being taken in by the ads and editorial copy for these cars. I think it's a bit sick that these people can't design their own bloody cars".

Of the others, Peter Morgan, managing director of Morgan Cars, is no longer concerned, following discussions with his solicitors and the SMMT over the Burlington SS Series II which, to all intents and purposes, looks like a Morgan except it is constructed from fibreglass.

However, Porsche has established a firm list of rules which anybody hoping to produce replicas of its cars must adhere to: the Porsche logo, trademark or badge mustn't be used: they mustn't mislead the public into thinking that the car is a Porsche or of Porsche origin; there must be no mention of Porsche in advertisements, promotional material or showroom displays; and a fee must be paid for the design. These rules are established by the factory in Germany with its various importers acting as watchdogs in their respective countries.

Most manufacturers seem quite ambivalent to the prospect of their products being copied or their trademarks abused and, although Rolls-Royce is one of the most sensitive when it comes to protecting its image, it is understandable for the manufacturer of "the best car in the world".









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# THE BIG VOLVOS BRING IN MORE POWER FOR '85

# What the 740 GLT lacks in style, it makes up for in speed, strength and safety. Jeffrey Daniels on the team impressions. Pictures: Andrew Yeadon

THE Volvo's big 2.3-litre fuelinjected engine starts immediately, hot or cold, and pulls strongly from the word go. There is certainly no reason to doubt the claimed 131bhp, nor the strong torque which goes with it. The Volvo shoots away from rest with a squeal of Michelin tyres to reach 30mph in just 3sec, goes on to 60mph in a rapid 9.4sec, and roars on to 100mph in little more than half a minute. These would be good figures for a beefy six-cylinder car, and show just how effective Volvo's development of its "four" has been.

Part of the reason for the good performance is that the car is nothing like as heavy as it looks, weighing a good deal less than most of the rivals we have chosen for comparison. That smart getaway is also the result of a low first gear, which will not quite take the 740 to 30mph without hitting the 6,000rpm red line (and making a lot of noise in the process). The rest of the gear ratios are well strung out in consequence, with second failing by some way to reach 60mph — otherwise that already-impressive standingstart time to 60mph would have been better still. That in turn means third gear, which runs to 87mph, is the one most often used for overtaking and for quick driving on winding roads.

Fourth gear pulls strongly enough from 20mph and, as our data tables show, gives consistent urge to 80mph before its acceleration starts to fall off. Eventually it will take the car all the way to that 6,000rpm red line,



Six-cylinder boost from four

which—allowing for the fact that the rev counter actually overread slightly on the test car gives 114mph.

Volvo is almost the last major manufacturer to retain a genuine overdrive unit rather than adopting an internal fifth gear, and the 740GLT has the familiar pushswitch set into the top of the gear lever knob and a warning light on the instrument panel to show when overdrive is engaged (which it will only do in fourth gear, dropping out automatically if the lever is moved into third). A little practice is needed before the driver learns the art of using the accelerator to smooth the jerk which otherwise occurs as overdrive disengages. As its name still implies, overdrive in this case is very much a cruising gear though it will easily take the 740 past the 100mph mark. Our mean maximum speed in overdrive was 105mph, at which speed the engine was turning at a relaxed 4,400rpm.

Overdrive aside, the Volvo gearchange is much in character with the rest of the car. The lever looks long and heavy, and the travel from one gear to the next is considerable, yet the effort needed is not great and the risk of making a mistake is virtually non-existent. The clutch matches the feel well, needing only 20lb effort to depress the pedal which. however, works over a longerthan-average 7in travel. The clutch action is very forgiving and the Volvo is surprisingly easy to drive in dense traffic as a result.

Its brakes are extremely progressive, the clutch-matching 20lb effort giving .44g deceleration, yet with no feeling of the system being over-servoed so that unwary brake operation "stands the car on its nose". Heavier brake applications show how well-balanced the car is and how well the Michelins grip; our ultimate test stop from 30mph of just 28ft is well over 1g. The handbrake is light in operation but not all that effective when used in an emergency on the move, though it holds the car in either direction on a 1-in-3 hill. The brake fade test showed no ill-effects whatever.

One point which Volvo 740 drivers might care to note, if our test car is any guide, is that the speedometer is not entirely trustworthy. Our's showed 35mph even at a true 30, and by the time we reached our 114mph true maximum, it was showing 130!





# **TECHNICAL FOCUS**



Shorter pistons, longer con-rods mean reduced friction

THE main point of interest in the Volvo 740 is that its 2.3-litre engine with belt-driven overhead camshaft has been extensively reworked to cut down losses due to internal friction. The pistons are shorter and lighter, and the connecting rods have been made larger (but also lighter) to reduce peak piston acceleration. This, in turn, has made it possible to fit more slender piston rings, which directly reduce friction.

Another point of interest is that the connecting rods are now located axially at the little-end rather than by the crankshaft which again results in a net friction saving. The changes, together with better crankshaft balance and a new torsion-damper, are claimed to have made the engine smoother and quieter than before — though as we note in the main text, it is nearimpossible to get a four-cylinder engine to match the smoothness of a "six" without resorting to something as complex as Lanchester-type balancer shafts.

The electronic ignition system is also new new and makes its own

contribution to fuel efficiency (and to the reduction of maintenance bills). One clever feature is the incorporation of a gentle, but effective, overspeed governor: above 6,000rpm the ignition system omits every *other* pulse, preventing overspeeding without the sudden cutting of all power which can pose a strain on the transmission.

The Bosch LE-Jetronic fuel injection is standard on the GLT (less powerful versions of the 740 are still equipped with carburettors) and provides fuel cutoff on the overrun; the system seems to operate more smoothly in the Volvo than in many other models thus equipped, and one is hardly conscious of the engine "lighting up again" when speed falls below the no-fuel point.

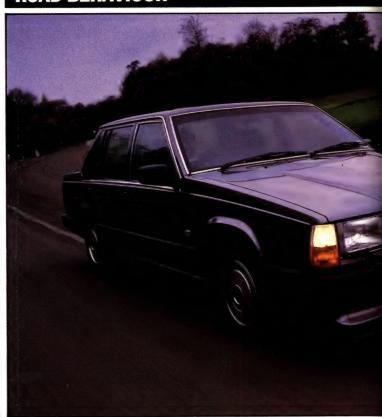
The 740 chassis remains essentially as in the 760, its main point of interest being the live rear axle located so carefully and expensively that there can hardly be a doubt remaining that Volvo believes this approach can match most independent rear suspension systems in production.

# **SAFETY**

Volvo's dedication to safety design could hardly be questioned, but one look at the hefty bumpers and the well-organised structure under the bonnet confirm it. Inside, neatly faired inertia-reel safety belts are fitted in front, with three more belts (two inertia lap-and-diagonal, the centre one a static lap) in the back seat. The rear passengers, as well as the driver, have a "belt up" flashing warning. From the driver's point of view, the steering wheel looks well designed to cushion the chest in an impact and there are no obvious projections which might cause a hazard. Even the operating handle for the manual sunroof is neatly faired away when notinuse. Concern for safety also extends to providing bright red lights in the trailing edges of the doors, which show clearly when the doors are open.

For families with very young children, Volvo offers an optional range of safety equipment which can be fitted to the back seat. For youngsters of five and over, the best answer is booster seats used in conjunction with the standard rear belts. The rear door locks are childproofed, and the driver has an effective override of the central locking control anyway.

# **ROAD BEHAVIOUR**



Crisp handling and good straight stability are Volvo 740 strong points, while

ONE of the Volvo's best features is its power-assisted steering, which manages to take the hard work out of every situation without ever robbing the driver of a proper feel for what the front wheels are up to. There are more than three and a half turns of the wheel between locks, but this does not imply "slow" gearing because the 740 has an astonishingly tight turning circle for so large a car. At just about 30 feet between kerbs, it enables the monster to make a clean turn where most rivals would require a three-point manoeuvre.

stability Straight-line another Volvo plus-point, a tribute to careful chassis design and the effectiveness of the prominent chin-type spoiler. Part of our test mileage was run with galeforce crosswinds and roads which were sometimes flooded, and few front-driven cars could have given a more convincing demonstration of stability in these difficult circumstances. Yet this quality is by no means gained at the expense of soggy handling. The 740GLT turns into each corner crisply and accurately, rolling much less than its high build might lead you to expect, and proving extremely well-balanced.

Ever since the package of chassis improvements which turned the 200-series from an

unwilling tank into a highly responsive machine in 1980, the big Volvos have also been capable of surprising those who still think of them in the old terms. The 740GLT is no exception. Through long, fast corners its balance is easy to exploit right up to the point where it is starting to scrabble gently sideways on its fairly narrow tyres. In tighter bends, the back wheels can be forced to lose their grip if too much power is applied in second gear, but recovery is immediate as you lift off the accelerator. At the other extreme, too fast and clumsy an entry with a touch of the brakes at the wrong moment may just cause the front wheels to lose their grip, but only for long enough to remind you what an idiot you have been. In fact, the overwhelming impression of the 740GLT is of a correct and willing servant who lacks any sense of humour. There is pleasure in driving it, but one might stop short of using the word "fun". That will not matter to drivers who find it remarkably quick and capable, and very safe too.

If the handling is good, the ride also reaches a high standard for the most part. There were several comments that the 740GLT felt "big and heavy" in the way it rode, in a context where such remarks were complimentary. Yet, as the data tables show, the



retaining a good compromise in comfort

car is not unduly heavy, and it ought to be handicapped by its live back axle among so many independently suspended rivals. In practice, it achieves a good compromise. It avoids the knobbly feeling of some rivals at town-driving speeds and the high-speed float of others when cruising fast along undulating B-roads, while it tackles very bad surfaces with stability.

# **ECONOMY**

ONE of Volvo's claims for the 740 is that it uses the new generation of specially developed "low-friction" engines which should improve fuel consumption significantly. Certainly our results suggest that the 740 is at least competitive in this price class, since the overall 25.0mpg which we achieved relates well to the performance. The worst brim-to-brim consumption we achieved was 21.5mpg for hard driving in very poor conditions, while the best was 27.6mpg.

To some extent, touring consumption is dictated by the driver's willingness to stay in overdrive and accept its more leisurely acceleration. There is no doubt that by using the engine's fat torque curve and staying in overdrive as long as possible, 30mpg is well within reach.

# BallyDallaWilea



Facia is a sober affair with neat dials and simple layout

COMPARED with some rival seats, those in the Volvo look almost flat in the cushion and backrest, and unlikely to provide enough sideways support. In practice, they work extremely well, sitting the driver up high in a very commanding position, while they also allow the occupants to sink in just far enough to find the support they need. Excessive softness is avoided where it matters most, by the provision of highly effective adjustable lumbar support. We found the seats comfortable on a continuous journey of well over three hours, with no residual aches at all. The front seats slide far enough aft to make very tall people comfortable, yet the relation between pedals and steering wheel is clever enough to ensure there are few complaints from very small drivers.

There is less room in the back than the size of the car would suggest, though this is relative. The very large driver who needs the front seat all the way back, could still sit comfortably behind it, though with his knees touching the backrest and his head equally close to the roof. However, the back seat does not "cheat" by sitting passengers low down and knees bent, so the long-term prospects for back seat comfort are good, helped also by the folding centre elbow-rest.

The Volvo instrument panel is a sober affair, with smaller dials arranged to either side of the central speedometer: its main companions are the rev counter and analogue clock, with fuel gauge and temperature gauge on the flanks. The minor control layout is extremely simple, with two column stalks - one for dip/indicate, the other for wipe/ wash — and rocker switches on the lower coaming for the heated rear window and rearguard foglamp.

Thanks to the high driving position and the squared-off shape of the car, visibility is extremely good, with highly effective headlamp (incorporating standard wash/wipe) for night driving.

# LIVING WITH THE 740 GLT

THE Volvo isn't as immediately impressive inside as some rivals which dress up their equipment more obviously; but most of the things you might need are there, with some very thoughtful touches. The GLT has a manually-operated sunroof as standard along with its electrically operated front windows, door mirrors and centralised locking. On the other hand, Volvo doesn't supply radio equipment as standard on any model, so the efficient stereo radio/cassette in the test car counts as a hefty extra. Interior stowage space is well organised with a decent glovebox in front of the passenger, pockets in both

doors, a small cubby-hole in the centre console and a box beneath the front centre elbow rest.

The tail may look short, but the boot is very large with the spare wheellying flat beneath the floor. The floor itself has a lot of awkward bulges and angles.

The bonnet release has been moved over to the right-hand side for British cars, while the bonnet itself is beautifully counterbalanced and easy to operate.

Volvo provides two keys, but the larger one does almost all the work, the smaller being for the lockable fuel filler only. The central locking works only from the driver's door.

# REFINEMENT

HOWEVER willing the big fourcylinder engine may be, it isn't always quiet. It has a purposeful growl when accelerating hard, or when cruising at very high speeds. At times the characteristic "big four" throb can be felt as well as heard. The car also drew comments that it seemed to be unduly loud when heard from outside, especially when starting up and driving away. This suggests that the exhaust is the source of most of the engine noise: the induction of the fuel injection system sounds quiet even when the engine is running with the bonnet open. The transmission is quiet, however, and road noise mostly well-insulated.

Taking refinement in its most widely accepted sense, the 740GLT is inevitably rather disappointing. Some would argue that it is impossible to make a four-cylinder engine match the silky smoothness of an in-line six, and the Volvo is grist to their mill, even though it is quiet enough when cruising at British-legal speeds.

# VERDICT

THERE will be those who will buy the 740 because it is a Volvo, and others who will reject it out of hand because of its looks. Between the two extremes, no doubt, there will be at least a few people who will take it at less than face value.

The Volvo enthusiast will not be disappointed. Here is a worthy upholder of the four-cylinder, 200-series tradition. Volvo insists the 740 is not a direct replacement for the 240, and the price certainly backs up that contention.

The non-Volvo enthusiast at least owes the 740 a look for its near-remarkable performance allied to reasonable fuel economy, and a much higher handling and roadholding ability than Volvos are credited with in current motoring legend. The car is not merely solid, but highly efficient — to an extent which is only explained by the weighbridge, showing that the "tanklike" 740 is actually lighter than many of its rivals (very significantly lighter, for instance, than the Rover 2600 or the Ford Granada). So, if you can live with the looks, the uncommitted buyer in this class ought to give the 740GLT serious consideration. It has more good points than are immediately obvious.

# AUTOCAR ROAD TEST RESULTS

Prices	
Basic	£10,033.00
SpecialCarTax	£836.08
VAT	£1,630.36
Total (in GB)	£12,499.44
Licence	£90.00
Delivery charge (Lo	ndon)

Inclusive (National) Number plates inclusive £12 589 44

Total on the Road (excluding insurance) EXTRAS (inc VAT)

\*Radio cassette player £206.13 \*Fitted to test car

Total as tested on the road

£12,795.57

# **SERVICE & PARTS**

		Interval	
Change	6,000	12,000	24,000
Engine oil	Yes	Yes	Yes
Oil filter	Yes	Yes	Yes
Gearbox oil	No	No	No
Spark plugs	No	Yes	Yes
Air cleaner	No	Yes	Yes
C/breaker	Notapp	olicable	
Total cost	£41.60	£73.89	£86.77
Assuming la	bour at	£18.40	an hour

inc VAT	
PARTS COST (inc VAT)	
Brake nade (2 wheels) front	£

I AITIO OCCI (IIIC VAI)	
Brake pads (2 wheels) front	£28.04
Brake pads (2 wheels) rear	£21.33
Exhaust complete	£187.37
Tyre—each (typical)	£68.33
Windscreen	£119.71
Headlampunit	£80.73
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# WARRANTY

12 months/unlimited mileage, 1 year anti-corrosion.

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Heated Rear Window
Locking Fuel Cap
Passenger Door Mirror
Limited Slip Differential •
Standard ○ Optional at extra cost t

Standard Optional at extra cost 1 Optional choice at no extra cost N/A Not applicable \* Part of option

44 AUTOCAR 5 DECEMBER 1984

# PERFORMANCE

# **TEST CONDITIONS**

Wind: 12-21mph Temperature: 7deg C (45deg F) Barometer: 29.8in Hg (1,009mbar) Humidity: 70 per cent Surface: dry asphalt and concrete Test distance: 1,050 miles

Figures taken at 2,510 miles by our own staff at Figures taken at 2,510 miles by our own staff at the Motor Industry Research Association proving ground at Nuneaton, and at the Vauxhall Motors' proving ground at Mill-brook. All Autocar test results are subject to world

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## BARVING ORES

١	MAXIMUM SPEEDS			
	Gear	mph	kph	rpm
Ī	OD Top (Mean)	105	169	4,200
	(Best)	110	177	4,400
	4th	114	184	6,000
	3rd	85	137	6,000
	2nd	55	89	6,000
	1st	29	47	6,000

# ACCELERATION

FROM REST		
True	Time	Speedo
mph	(sec)	mph
30	3.0	35
40	4.7	45
50	6.5	56
60	9.4	66
70	12.7	77
80	16.7	87
90	23.4	98
100	33.2	111
110	_	125
04 11 1/ 11	400	

Standing 1/4-mile: 16.8sec, 82mph Standing km: 31.1sec, 98mph

# IN EACH GEAR

mph	Тор	4th	3rd	2nd
10-30	_	_	7.0	3.9
20-40	13.8	9.2	6.2	3.5
30-50	13.6	8.5	5.9	3.6
40-60	14.3	8.6	6.0	_
50-70	15.8	9.6	6.4	
60-80	19.1	12.8	7.4	_
70-90	_	12.4	_	
80-100		16.4		

# CONSUMPTION

# FUEL

Overall mpg: 25.0 (11.3 litres/100km) 5.5mol

Hard 22.5 mpg Autocar formula: Driving Average 27.5 mpg and conditions Gentle 32.5 mpg Grade of fuel: Premium, 4-star (98 RM) Fuel tank: 13.2 Imp galls (60 litres) Mileage recorder reads: 1.3 per cent

Oil: (SAE 15W/30)/negligible

# BRAKING

# Fade (from 82 mph in neutral) Pedal load for 0.5g stops in lb

st	art/end	sta	art/end
1	30-20	6	35-40
2	30-24	7	34-36
3	30-30	8	35-42
4	32-32	9	35-38
5	35-35	10	35-38

# Response (from 30 mph in neutral)

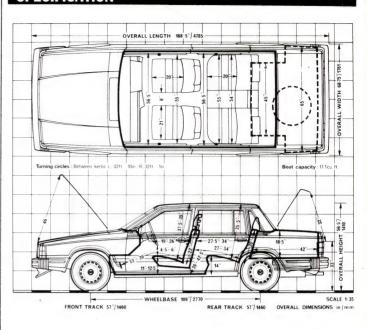
	9	Distance
10lb	0.28	107ft
20lb	0.44	68ft
30lb	0.65	46ft
40lb	0.97	31ft
45lb	1:01	30ft
50lb	1.07	28.1ft
Handbrake	0.26	116ft

Max gradient: 1 in 3 CLUTCH Pedal 20lb; Travel 7in

# WEIGHT

Kerb: 25.1cwt/2,812lb/1,272kg (Distribution F/R, 55.8/44.2) Test: 28.5cwt/3,192lb/1,444kg Max payload: 773lb/350kg

# **SPECIFICATION**



## **ENGINE**

Longways front, rear-wheel drive. Head/block al. allov/cast iron 4 cylinders in line, bored block, 5 main bearings. Water cooled, viscous fan. Bore 96mm (3.78in), stroke 80mm

(3.15in), capacity 2,316cc (141.4 cu in). Valve gear ohc, chain camshaft drive. Compression ratio 10.3 to 1.

Electronic ignition, Cl injection. Max power 131 bhp (PS-DIN) (96 kW

ISO) at 5,400 rpm. Max torque 140 lb ft at 3,600 rpm.

# TRANSMISSION

4-speed manual with overdrive, Single dry plate clutch 8.5in. dia.

Gear	Ratio	mph/1,000 rpm
4th o/d	0.79	25.15
4th	1.00	19.87
3rd	1.37	14.50
2nd	2.16	9.20
1st	4.03	4.93
Final driv	e: Hypo	id bevel, ratio 3.54

# SUSPENSION

Front, independent, MacPherson strut, coil springs, telescopic dampers, anti-roll bar.

Rear, live axle, trailing arms, Panhard rod, coil springs, telescopic dampers.

# STEERING

Back and pinion, hydraulic power assistance. Steering wheel diameter 143/4in, 3.6 turns lock to lock.

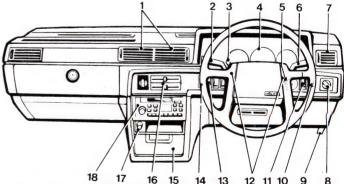
Dual circuits, triangular split. Front 10.35in (263mm) dia discs. Rear 11.06in (281mm) dia discs. Vacuum servo. Handbrake, centre lever acting on rear discs.

# WHEFIS

Pressed steel, 5.5in rims, Radial ply tyres (Michelin MXL on test car), size 185/70 R14, pressures F28 R28 psi (normal driving).

# EQUIPMENT

Battery 12V, 55Ah. Alternator 70A. Headlamps 60/55W. Reversing lamp standard. 11 electric fuses. 2-speed, plus intermittent and flick wipe screen wipers. Electric screen washer. Airblending interior heater. Cloth seats, cloth headlining. Carpet with heel mat floor covering. Screw scissor jack; 2 jacking points each side. Laminated windscreen.



1 Ventilation outlets, 2 Stalk controlling indicators/high-low beam, 3 Hazard warning lights, 4 Panel containing clock/speedometer/rev counter and ancillary gauges, 5 Ignition switch, 6 Stalk controlling windscreen wipers/wash-wipe, 7 Demisting vent, 8 Switch for head/ side lights, 9 Bonnet release, 10 Switch for high intensity rear foglights, 11 Switch for spot-foglights, 12 Horn press, 13 Switch for optional electrically operated sunroof, 14 Switch for heated rear window, 15 Ashtray, 16 Controls for heating-ventilation system, 17 Cigar lighter, 18 Radio-cassette player

# THE OPPOSITION

# **AUDI 200 E**

PRICE	£13,411
Warranty	12/UL, 6 Anti-rust
Service Interval	10,000
Insurance Group	O.A.
Automatic	£780
5-Speed	•
Power Steering	•
Radio	•
Sunroof	•
Electric Windows	

ENGINE	2144cc
Max Power	138bhp at 5700rpm
Torque	138lb/ft at 3500rpm
Gearing	21.04mph/1000rpm
Weight	2778lbs
*TOPSPEED	125mph
*0-60 mph	11.1secs
50-70 mph	N/A
††MPG	28.9mpg
Range	508 miles



Non-turbo version of Audi's super-saloon still offers a remarkable combination of performance and economy. Excellent stability and good handling with nice power steering. Rides well. Roomy cabin and huge boot; few obvious drawbacks other than stuffy heating and poor ventilation.

# BMW 525i

PRICE	£12,545
Warranty	12/UL + 6 Anti-rust
Service Interval	10,000/12 months
Insurance Grou	O.A.
Automatic	£620
5-Speed	•
Power Steering	•
Radio	N/A
Sunroof	£460
Electric Window	/S

ENGINE	2494cc
Max Power	148.2bhp at 5500rpm
Torque	158.4lb/ft at 4000rpm
Gearing	25.8mph/1000rpm
Weight	2828lbs
*TOP SPEED	125mph
*0-60 mph	9.8secs
50-70 mph	N/A
ttMPG	26.5mpg
Range	408 miles



Excellent performance from ultrasmooth engine, and high standard of finish and equipment is main appeal of BMW. Fair economy too in this version, and smooth highspeed ride. Handling much improved in current versions but still 'tail-happy" in wet. Cabin less roomy than most in this list.

# FORD GRANADA 2800 GHIA

PRICE	£11,799
Warranty-	12/UL+6 Anti-rust
Service Interval	12,000
Insurance Group	7
Automatic	•
5-Speed	ONC
Power Steering	•
Radio	•
Sunroof	•
Electric Window	'S •

ENGINE	2792cc
Max Power	133.4bhp at 5200rpm
Torque	159.2lb/ft at 3000rpm
Gearing	20.7mph/1000rpm
Weight	3010lbs
*TOP SPEED	. 109mph
*0-60 mph	11.2secs
50-70 mph	N/A
MPG	21.8mpg
Range	318 miles



The careful-compromise executive car: superb equipment in this version, more than adequate performance though relatively poor fuel consumption, secure handling, good ride, cabin big enough to take four in real comfort. No serious faults unless you are anti-Ford, but due for replacement.

# PEUGEOT 505 GTi

PRICE	£10,295
Warranty	12/UL, 6 Anti-rust
Service Interval	12,000
Insurance Group	7
Automatic	£500
5-speed	•
Power Steering	•
Radio	•
Sunroof	•
Electric Windows	•

ENGINE	2165cc
MaxPower	128.0bhp at 5750rpm
Torque	138.5lb/ft at 4250rpm
Gearing	22.0mph/1000rpm
Weight	2,729lbs
TOPSPEED	106mph
0-60 mph	10.1secs
50-70 mph	7.2secs
MPG	27.4mpg
Range	422 miles



Rather smaller and therefore cheaper than class-average but a very capable chassis allied to a cabin which is roomier than you might suppose. Good equipment, superb ride, performance hardly to GTi expectations but economy better than average. Very satisfying driver's car in its behaviour.

# **RENAULT 25 GTX**

PRICE	£9,995
Warranty 12/UL + 5 ye	ear Anti-rust
ServiceInterval 10,00	0/12 months
Insurance Group	7
Automatic	400
5-Speed	•
Power Steering	•
Radio	£395
Sunroof	£360
Electric Windows	N/A

ENGINE	2165cc
Max Power	121.4bhp at 5250rpm
Torque	133.4lb/ft at 2750rpm
Gearing	22.10ph/1000rpm
Weight	2619lbs
TOPSPEED	121mph
*0-60 mph	11.3secs
50-70 mph	N/A
††MPG	30.9mpg
Range	488 miles



Possibly the pick of the new Renault 25 range, with 4-cylinder 2.2-litre engine allying better than average performance with good economy. High equipment standard, real value for money, but back seat cramped and ride rather harsh by traditional French standards. Good grip and handling.

# ROVER 2600 VANDEN PLAS (A)

PRICE	£12,223
Warranty	12/UL + 6 Anti-rust
Service Interval	12,000
Insurance Group	7
Automatic	
5-Speed	ONC
Power Steering	
Radio	
Sunroof	•
Electric Window	rs £360

ENGINE	3528CC
Max Power	130bhp at 5000rpm
Torque	152lb/ft at 3750rpm
Gearing	26.3mph/1000rpm
Weight	3100lbs
*TOP SPEED	113mph
*0-60 mph	11.8secs
50-70 mph	N/A
††MPG	25.6mpg
Range	371 miles



The big Rover still has its advantages, including gutsy performance from straight-six engine, smooth ride, good handling. Weight penalty drags down economy though, and cabin by no means as roomy as some rivals, though easy-loading through hatchback remains attraction.

# **VAUXHALL SENATOR 2.5i**

PRICE	£10,923
Warranty	12/UL
Service Interval	9,000
Insurance Group	7
Automatic	£539.44
5-Speed	•
Power Steering	•
Radio	•
Sunroof	•
Electric Windows	£312.71

ENGINE	2490cc
Max Power	134.1bhp at 5600rpm
Torque	99lb/ftat4600rpm
Gearing	26mph/1000rpm
Weight	3006lbs
TOPSPEED	119mph
0-60 mph	10secs
50-70 mph	6.8secs
MPG	21.1mpg
Range	348 miles



Former Opel model now rebadged as Vauxhall, and often under-rated in this class. Very smooth engine, excellent performance though heavy mpg, excellent combination of ride and handling, extremely high standard of equipment, real value-formoney contender in this class.

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JPS entered a strong team — Guerrero, Dumfries and Thackwell

IF YOU don't know about the Macau Grand Prix, you don't know Ayrton Senna. "Macau is just fantastic," Senna will say. "It is what motor racing is all about. I think it is probably the best circuit I have ever raced on. It has everything: no margin for error, very fast downhill corners, and very tight bumpy ones. It is also two circuits in one — a very fast one requiring a longer top gear, and less rear wing than the Grand Prix circuit at Silverstone; and a very tight one which makes you want to run as much wing as possible." Senna won the Macau Grand Prix in 1983, showing the class and style that were to lead him to world-class success during the 1984 Formula 1 season. This year, though, he was unable to compete. "Really, I am very sorry not to be able to race at Macau. I had to test at Ricard. I love Formula 1, but Macau is just as good. It is an impossible circuit for anything other than Formula 2 or 3 cars, but that is not a problem. It is what racing is all about."

The more so in 1984 because of the entry. Not since the early 1970s, when drivers like Stewart and Hill raced against new names like Peterson and Lauda has there been such an overlap. For over a decade it has been bad form for a Grand Prix driver, or even a Formula 2 star, to compete in categories below him. Macau, though, has changed that. Because of the brilliance of the circuit and its mid-November date, Macau attracts the best from a variety of fields. The entry was superb in 1983, when Ayrton Senna, Martin Brundle, Gerhard Berger and Roberto Guerrero stole the show — and despite the absence of Senna and Brundle, it was better still in 1984

From Formula 1, Stefan

Johansson was racing for the Marlboro-sponsored Eddie Jordan team. His team-mate was the winner of the 1984 European F3 Championship, Ivan Capelli. In a third Marlboro Ralt, prepared by Dick Benetts, Emanuele Pirro was returning to Macau for the second time. Against them were ranged three JPS-sponsored Ralts, prepared by Dave Price.

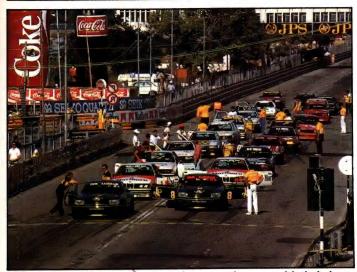
The 1984 British F3 Champion, Johnny Dumfries, drove one car; Mike Thackwell, the 1984 F2 Champion, Williams test driver and Penske stand-in, drove a second; and Roberto Guerrero, CART's 1984 Rookie of the Year, drove the third. In addition, the entry boasted such names as Ross Cheever (with two John Upton-owned cars at his disposal), John Nielsen (heading a two-car works VW team), Allen Berg (second to Dumfries in the British F3 series) and Michel Ferte, a Marlboro-sponsored French F2 driver whose Martini chassis was one of the few non-Ralts in the field.

I was enthralled by the prospect, for the heart of racing are its days when front-rank drivers meet on equal terms in equal cars. Even if they had been in road cars, the drivers at Macau would have put on a motor race. Actually, they were in Formula 3 cars — ground effect single seaters that were quick enough to make them sweat.

Then there was the prospect of my racing at Macau. Mitsubishi Motors was staging a 14-car race for drivers of its invitation. They would compete in identical Colt 1600 turbos, stripped inside of all but the driver's seat but equipped with full roll cage, semi-slick Yokohamas and blueprinted engines. Accepting the invitation instantly. I was nominated as one of three drivers (all

# AGA

It is a long way to Macau, Hong Kong — but the trip is worth it. Peter Windsor reports on the race round the circuit with the 2½-minute lap, the concrete walls — and the star-studded line-up



Walkinshaw and Heyer won the main supporting race with their Jags

journalists) in a "British" team.

The first step was to ask Ayrton Senna about a lap of Macau. He obliged with dexterity, sketching out a map in the back of the Toleman truck at Estoril and analysing each corner with photographic recollection. He asked me not to broadcast his secrets, so I am obliged to respect his wish. He also asked me to keep the map so that he can refer to it before he races there in 1985.

The group felt its size in Hong Kong. Together, we had to collect our luggage, take it to coaches, be transported to the hydrafoil terminal — and then wait another two hours. Mechanics went in search of what our guide described as "the poor man's night club"; we sat quietly outside the terminal, talking about Macau.

When we finally got there having mysteriously gathered the British F2 driver, Dave Scott, in the process — it was nothing like as sordid as we imagined. Our hotel, the Presidente, featured air conditioning and television; their hotel, the Excelsior, was five-star even by the standards of London's best. The Excelsior, then, was the strict province of the JPS team — for BAT's black and gold brand was being launched in South East Asia concurrently with the Grand Prix. Over half a million dollars were being spent on pre-race promotion, on the Dave Price team — and on a two-car Jaguar effort with drivers Tom Walkinshaw and Hans Heyer. Marlboro, by comparison, paled into insignificance, basing themselves at Teddy Yip's ageing Lisboa hotel and boasting a total budget of no more than around \$250,000.

The eight-hour time difference was barely evident the next day

— a day when Macau explained

itself. It is an island off Hong Kong that exists as a sort of Vegas of the East. Its core is a Yipowned gambling casino; its heart is its street-based circuit that climbs and falls around a mountain and returns to the pits by the waterfront. 3.8 miles in length, it was ideal for a pre-breakfast jog. The corners were just as Senna had described them; the bump here was exactly as he remembered—the Armco there was no less daunting.

The cars, we discovered twothirds of the way round, were garaged in a multi-storey car park. The three JPS Ralts were by themselves; the others were together among the concrete pillars — bare monocoques at this stage, still cocooned in padding and for the most part minus wheels and wings. The Mitsubishis, however, were nowhere to be seen. All would be revealed at a Colt dinner at the Excelsior that evening.

We planned to play squash in the afternoon, but the time passed quickly and suddenly it was too late. In the coffee shop, the Italian F3 driver, Claudio Langes, was talking with his hands to his manager and sponsor. Cool enough for an Italian, he failed to start at Macau in 1983 when he crashed heavily in practice. He was following another car, he explained, when it ran over a small man-hole cover. The cover suddenly flicked up, ripped his car apart like a tin-opener and nearly destroyed "Condor's" marital prospects forever. He is called "Condor" for the way he "Condors" around in practice, seemingly oblivious to urgency, puffing on an imaginary Condor — and then suddenly throws together the quick one, blinding everyone with his speed.

The Mitsubishi do set the



Good luck charms abounded: Dave Hunt's worked for a while . . .

nerves jangling. Our opposition included two Japanese drivers who had each won national racing championships, three locals, all of whom has won races at Macau, three Hong Kong drivers of similar stature — and an Australian who races regularly with a Colt Starion turbo. Ian Phillips, Bob Constanduros and I had been led to believe this was a journalists' race . . .

We drew numbers from a hat and retained the car bearing that number for the remainder of the weekend. Would we care to see the cars now—at 11 o'clock in the evening? We did — and we were soaked. Outside, the rain was falling so hard that you got wet merely standing under cover near the lobby. In bare feet, trousers rolled up to our knees, we climbed aboard a mini-bus and set off for the garage. Inside bright and dry — were crammed 16 identical cars, each with its own (Chinese) mechanic. Mine asked me to check the driving position, the pedals, the belts six-point — and the mirrors. We were asked to note that the cars were brand new and that a 5.000 rpm limit would be imposed on the first day. Their preparation was immaculate. The British had blue identification flashes front and rear, the locals gold, the Australians red. Our names were written in English and Chinese. We were supplied with overalls, jacket and t-shirt. There were no excuses.

Practice begins softly at Macau, with the distant hum of motor-cycle engines beginning at about 7.00 am and continuing until just before noon. Then the cars take over — street cars, super cars, Group A cars, Formula 3 cars — and Mitsubishi Colts.

With our practice following

immediately after that of the "GP cars", we could watch them only from the pits. But stop watches quickly told their stories. Johnny Dumfries was instantly fast, as was Ross Cheever... until, just before the end of the half-hour session, he crashed at a tight right-hander on the back of the circuit. He was disgusted with himself, the more so because he had damaged his racer, and not his spare.

"It was stupid, and I'll know better next time. I had been catching Thackwell really easily and I knew there wasn't much time left. I didn't want to get held up by him for too long. We came to a right-hander and I tried to pass him under brakes. As soon as I touched the brakes I knew I wasn't going to make it. At a normal circuit, I would have spun or something, but here you damage the monocoque if you make a mistake. I should have just waited and passed him on the straight."

Then it was our turn. The cars felt nice — quick enough on the straight to reach 120 mph and with oversteer when you needed it—but the circuit was staggering and the heat incredible. With the chequered flag also coming out early, we completed only three timedlaps. On none of them had I been flat-in-fourth through the kink before the straight, so I was a long way off the pace. I was second among the drivers new to Macau, but my best time of 3min 24.8 sec was five seconds slower than the pole man's. I returned to the hotel room to do some thinking.

The second F3 practice session, later that afternoon, in many ways set the tone of the weekend. Drivers who made mistakes in the session would never recover; the pace-setters •

¶ remained exactly that. We watched it from near the hotel—from outside the second corner. It was bumpy and quick enough to be taken flat in third. And it took your breath away, particularly if you had been spending the year watching flat-bottomed Formula 1 cars. The grip and sheer cornering speed of a 1984 F3 car is stunning — the more so when driven by Johansson, Dumfries, Thackwell and Ferte. Cheever, now in his spare car, was similarly explosive.

But then it all went wrong for Dumfries. Coming off a brilliant tow from Pirro. Dumfries braked a fraction too late for the first corner and spun into the tyre wall on the outside. He leapt from his car and stood helpless as officials allowed practice to continue and other drivers to run as close as they dared to the black and gold chicane. One—the absurdly wild Volker Wiedler - contrived to hit the crashed car. Others -Mario Hytten, in Murray Taylor's Ralt, and the Swiss, Jo Zeller (he somewhat presumptuously wears a helmet identical to the late Jo Siffert's) ran mere millimetres from the stationary

By the end of the first day, Nielsen was fastest from Langes, Hytten, Dumfries (his time was set before his accident), Johansson, Thackwell and Pirro. Ferte was eighth in the scary-looking Martini, all reflexes and car control, and Eje Elgh, a genial Swede in an equally genial, if out-dated, Hayashi chassis was ninth. Cheever, again showing his flair, was tenth.

The next day, Friday, the kink was still not flat; not for me, anyway. I qualified seventh for the Mitsubishi race, lining up behind the Australian ace, Peter McKay; Helmut Greiner, a Hong Kong-domiciled German; a Japanese saloon car racer, Tomohiko Tsutsum; and two more local heros — Danny Stacy Chau and Herbert Adamczyk. For the first six-lap heat on Saturday, I was as nervous as hell.

In order to learn some more, I watched final F3 practice from the fourth gear right-hander on the waterfront. It was brilliant—if only because you couldn't be quick on the lap without being quick at this corner. Johansson was dominant, pitching his Ralt in an oversteer and getting the power on earlier than anyone; and so, pleasingly, was Slim Borgudd, his fellow Swede. Borgudd briefly raced a Tyrrell early



Johansson cocks a wheel in the EJR Ralt: Great to watch, he finished a close second

in 1981 and had excelled at Long Beach, where he qualified third on Friday morning. Borgudd has had a lot of problems since then, not all of which can be written about, and at Macau was having only his third race of the 1984 season. But he looked quick and by the end of practice had qualified second only to Johansson. He therefore deserves a competitive drive for the season in 1985.

Cheever crashed again — in traffic - and Dumfries was only in the mid-field; his car was later found to have been fitted with a damaged side pod and Dumfries, by his own admission, was by now driving with far more margin. Dave Hunt was unlucky in the Acorn-sponsored Ralt, for he locked up on the camber change at the tight turn 4 — and slid lightly into a barrier. That was his mistake - but it should be viewed in the context of Mike Thackwell's error at the previous corner. Thackwell locked up his brakes on a bump, spun 360 deg and then another 180 deg between the concrete walls and ended up travelling backwards through the corner. He came to rest without hitting anything nothing at all. At Macau, that is unheard of.

Our race was the Jackie Chan race — the race promoted by the biggest movie star in the region. At the green I made a reasonable, but not superior, start. We were all dead even as we headed towards turn 1 — and all of us knew this was the corner that



Winner John Nielsen (left) erased memories of his Monaco shunt

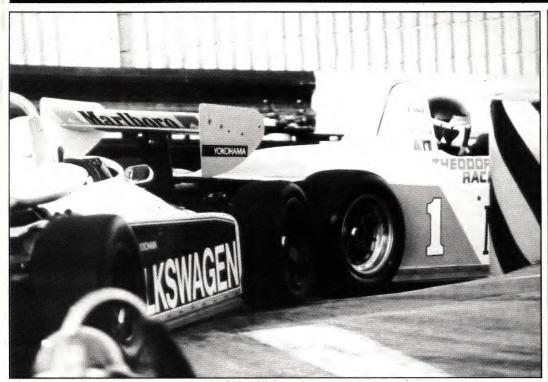
accounts for most of Macau's endless list of accidents. There was a collision — mild, just enough to get a couple of Colts sideways—so I dived for the only available gap. Amazingly, I was fourth as I accelerated up Hospital Hill towards the tight left- and right-handers. Given that luck, the policy was now to avoid mistakes.

The heat was indescribable. You could rapidly feel the sweat in your eyes after only a lap, and the fast, fourth-gear, down hill esses set you breathing as fast as you do when you run. Even at our level, Macau was emerging as an extraordinary circuit. Mistakes were definitely the rule in this race rather than the exception.

With two laps to go, the third-place man, Tsutsum, slowed and waved me past: a bolt at the back of the throttle pedal had jammed on the floor mat and

Tsutsum was driving on the ignition switch. Not trying hard, and holding a good margin over the cars behind me, I finished a respectable third: and third would be my position on the grid for Sunday's race.

Elated, I sat back and watched the first of the GP heats. Borgudd won the start, beating Johansson into the braking area — but Nielsen, on the outside, made a ridiculous move and ploughed head-on into a tyre barrier. That was no problem - the field squeezed between him and the apex — but on the next short straight there was disaster. Ruggero Melgrati, a mid-field Italian, missed third gear. Dumfries and Ferte were near one another before the next corner, and Dave Hunt was on the outside, picking up places. And in among them all was Ross Cheever. He remembers seeing a slow car on his right,



Wheels and wings highlight the race at the front: Nielsen chases Johansson through the streets



Autocar finished second in the Mitsubishi Colt Turbo race

another one on the left — and nowhere else to go. He hit the barrier hard, bounced backwards — and was t-boned by Dumfries. Into them plunged Ferte — and onto Ferte, literally, flew Hunt.

Hunt was upset, but he forgot his anger when he saw Cheever still in his car. No marshals, no rescue. Ross said he was alright, but he needed Hunt to help him over the fence and onto the ground. There the two of them sat, Cheever and Dumfries, each cursing with pain, waiting for attention. "What a pair of \*\*\*\*\*\*\*," said Cheever, trying to see the funny side.

Later, at about the time Dumfries was returning to the pits on foot, Cheever was being wheeled through Macau hospital on a stretcher.

Somewhat predictably, the local stretcher bearers missed an apex and crashed their unfortun-

ate patient into a wall . . .

The race was stopped — and Nielsen was saved. He drove his car slowly back to the pits, re-taped the nose section and took his place on the grid. He had a second chance. So did Ferte, whose Martini was fitted with a new rear wing, and so did Johansson, who had blown the first start. But Borgudd, who had led the first race for a lap, had lost his advantage.

The more so when he stripped first gear at the second start. The field, led by Pirro, swarmed around him; Slim was dead last by the time he was accelerating strongly in second.

In the space of 30 minutes or so, the race had swung away from him and moved over towards John Nielsen.

Pirro led, but faded. Guerrero was slightly off the pace. Johansson and Thackwell both led —

but none of them could really match Nielsen. Or, more accurately, the torque of his works (John Judd) VW engine. The power showed on the shortish stretch from the hairpin to the waterfront. Johansson, minus clutch, was good enough to retain his lead, but Nielsen, despite a damaged nose section, was quick enough to finish second. Given a perfect run on Sunday, Nielsen was all set to win the race with ease.

Which, given his horrendous accident at Monaco this year, would be no mean achievement. Nielsen was out for three months after Monaco—but was instantly quick from the moment he first tested a car in Denmark. He won his first come-back race — and here he was at Macau, beating Johnsson, Thackwell and Guerrero. In the chase, Ferte had crashed on the approach to the hairpin and Langes had missed a gear and hit a wall.

That night, Eddie Jordan celebrated his team's first win of the year not with a party but with a gesture. Calmly, almost without thinking, he reached for a bottle of Coke and opened it by thumping the cap against the wheel rim of Johansson's car. His abandon was matched only by Johansson's the day before when, prior to taking the pole, he had borrowed shoes from me and a mask from Capelli. It was as if the racing had interfered with his morning.

The second Mitsubishi race was fast and competitive — and now I had a chance to do well. I

imagined all sorts of potential scenarios, from me making a brilliant start and crashing at the first corner to me finishing at the back of the field after starting from third place on the grid.

Dry in the mouth, I faced the lights. Red, green, clutch, quick change into second — and nothing. Instead, I pulled the lever straight into neutral and kept it there. By the time I had found second I was eighth, furious and almost certainly out of contention.

So now there was little more to lose. I hung onto those ahead of me and passed one of them under braking at the beginning of lap two. Now there were four cars in front and then two beyond them. I could only wait and try to force errors. One lap more — and the chance came, again at turn one. Two cars touched, another slowed in neutral - and I went for the gaps. A fourth car hesitated on the climb up the hill and I was up to third. I couldn't believe my luck. Ahead, Adamczyk was quickly caught. I followed him closely, darting from side to side. Then I saw his eves glance into his mirror as he crested the rise before Thackwell's corner. He braked too late, spun to the left and crashed head-on into the wall. I found the gap between the wall and his car - and I was second, with a lead over Grainer.

I missed fifth gear on the finishing straight, but the position was still mine: Peter McKay had won both heats, and I was second overall after finishing third and second.

Nielsen led the second part of the GP virtually from the start and won with margin enough to ensure overall victory. Johansson, no match on the straight, was second, and Thackwell third. Weidler endorsed the power of the VW engine by finishing fourth; Capelli was a good fifth; and sixth was Andrew Gilbert-Scott, who had deputised for an injured Berger. Borgudd finished behind him in the second heat — but at least was sixth overall.

That night, at the Lisboa hotel, Teddy Yip's party was more than just a dinner. Tommy Byrne, who had driven well to finish eighth with his Anson, led the singing, and Borgudd, a former session drummer for Abba, did the backing. No-one left town; no-one even left early. Because this was a Grand Prix with a difference — a race for racing's sake.

# FRENCH DRESSING

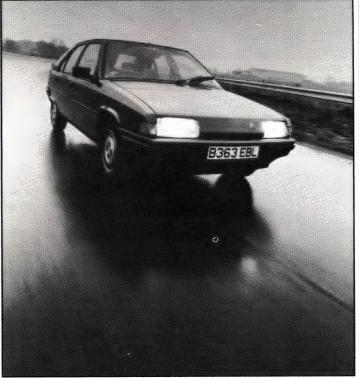
# Rival manufacturers decreed that Citroen would have to go sporty with the BX. And so the 19GT was born. Andrew Kirk conveys the team's appreciation of the newcomer. Photos: Andrew Yeadon

WHEN Peugeot adopted the new 1,905cc four-cylinder petrol engine for its top-of-the-range 305GTX, it seemed only fitting that Citroen, its corporate partner, should also slot it into the BX to create a sporting version. The 19GT is the fastest and most refined BX to date and aimed at the ever-expanding sports saloon market.

The new power unit is a development of the 1,580cc block currently used in the BX16 derivatives. It keeps the 83mm bore but now benefits from a much longer stroke; 73mm as opposed to 88mm. The compression ratio is reduced from 9.5 to 9.3:1, but otherwise the engines are virtually identical. A single twin-choke carburettor has been retained for the time being, but there are rumours that fuel injection is a possibility for the future.

Power output is impressive enough at 105bhp at 5,600rpm compared with 92.5bhp at 6,000rpm for the smaller capacity unit. Torque has also gone up from 97lbft at the 3,500rpm mark to 119.1lbft at over 3,000rpm.

The resulting increase in power has endowed the BX19 GT with brisk performance - not class winning — but enough to make it competitive in this section of the market. The GT will manage 60 mph from rest in ten seconds with only one gearchange. Top speed is 112mph overall, though the GT did manage 114mph on a wind-assisted section of track, which is close enough to the 115mph claimed by Citroen. The improved straight line acceleration is accompanied by equally useful benefits in engine flexibility, as the incremental acceleration times in fourth and fifth gears testify;



Only GT badge on the bonnet distinguishes this up-market BX

compared with the 1,580cc engine. In top, the GT is 3.6 seconds quicker from 20 to 40mph, 3.3 seconds from 30 to 50mph, 4.2 seconds from 50 to 70mph and no fewer than 6.4 seconds from 70 to 90mph. The result is that a more lazy attitude to gear changing can be adopted in the knowledge that there will be plenty of pulling power, a fact demonstrated by the engine's willingness to pull from as low a 18mph in fifth and 12mph in fourth.

Our car did not appear to like starting from cold, bursting into life at the first turn of the key, but then dying, and needing a second turn of the starter to cure the problem. The automatic choke could well have been the source of this niggle. Otherwise the choke adjusted well to engine temperature during the relatively short warm-up period.

Fuel consumption was good for an engine of this size, and our overall figures of 29.3mpg was achieved over a 1,000-mile test period and a fair amount of hard driving. Interim figures varied between 26.2mpg throughout testing at MIRA and 31.8 after sustained high speed cruising and more leisurely driving. We would have liked a larger range than the average 280 miles between fills, although we did manage 320 miles on one occasion and, if the car were driven less enthusiastically, the range could easily be increased to 350 miles. A locking fuel cap, built into the filler flap, is a neat idea. The tank itself fills quickly until it is nine-tenths full, yet takes as long again to be brimmed.

Certain features of the BX 19GT are new and slight improvements over previous models. The gearchange is one area which feels better. Despite Citroen's denial of any change here, everyone who drove the car commented on its slicker, less easily baulked change. The only answer that Citroen could provide was the lower transmission oil level.

The brakes are better in feel. Their stopping power is every bit as good as before, but the pedal travel has been increased and a rubber element fitted between the pedal and valve. The result is a car less likely to stand on its nose than it used to be, thus ensuring that drivers adapt more easily to BX brakes.

Minor suspension changes have resulted in beefing up the front and rear anti-roll bars to 23mm from 17 to 18mm respectively. Otherwise the same oleopneumaticsystem is retained with built-in anti-dive and self-levelling ability.

Drivers often find it difficult to get used to the generally soft suspension, although the superior bump absorption is immediately apparent on taking the wheel, but the suspension seems to react less quickly than it might when running on twisty roads or quick steering response is called for. At times, too, extra steering correction is necessary.

Overall handling is similar to the smaller-engined car with unremitting understeer as a result of the large frontal weight bias. The suspension still has •

# **CITROEN BX 19 GT**



# **AUTOCAR ROAD TEST UPDATE**



The BX 19GT is particularly surefooted and therefore relaxing to drive, straight stability being aided by responsive, well weighted steering

¶ trouble with sharp-edged bumps and hump-back bridges, where the ride becomes quite choppy. The power-assisted steering is one of the best we have tried and very similar to that of the much-praised BX 19RD. It feels a little dead in straight-ahead motorway driving, but it is not a major problem. Straight stability remains a Citroen strong point, making the BX an easy and relaxing car on motorways.

The GT comes fitted with the revised Michelin MXVs instead of the MXLs, though the dimensions are the same. Plastic trims cover the standard steel wheels, but the alloy wheels (fitted to our car), can be specified for an extra £219.27. The engine mountings feel better on the GT, especially when pulling away in fifth gear from low speed, when vibration is at its worst, and we suspect though Citroen was unable to confirm — that the improved damping of the BX 19RD has been utilised here. Engine noise is tolerable at medium revs, but there is plenty of induction roar on wide throttle openings, and the unit gets quite rattly towards the top of the rev range.

Wind noise is well isolated even at maximum speed, but on



Stability: Citroen strong point

some surfaces there is a fair amount of road noise which appears to be amplified through the floor of the large boot compartment. Another source of noise is the windscreen wiper motor, which on its faster setting is especially tiresome. Our long-term BX 16TRS does not suffer from this problem, suggesting that it was isolated to our test car.

Inside, the BX 19GT is well appointed and trimmed to a high standard. The seats are covered in hard-wearing, light grey tweed material with matching door panels. The seats are comfortable over long or short journeys and are adjustable for height and rake. The generally excellent driving position is marred for tall drivers by the close proximity of the switchgear to their knees. Fortunately Citroen is well aware of this problem and has recently introduced a seat-runner exten-



Interior is well laid out. Only criticism is positioning of switchgear

# **SPECIFICATION**

Transverse front, front-wheel drive. Head/block alloy/alloy. 4 cylinders in line, wet liners, 5 main bearings. Water cooled, electric fan.

Bore 83mm (3.26in), stroke 88mm (3.46in), capacity 1,905cc (116 cu in).

Valve gear ohc, 2 valves per cylinder, toothed belt camshaft drive. Compression ratio 9.3 to 1. Breakerless ignition, single twin choke carburettor.

Max power 105 bhp (PS-DIN) (77.2 kw ISO) at 5,600 rpm. Max torque 119.1 lb ft at 3,000 rpm.

# TRANSMISSION

5-speed manual. Clutch 7.9in. dia diaphragm spring.

Gear	Ratio	mph/1,000 rpm
Top	0.8648	21.03
4th	1.068	17.01
3rd	1.360	13.37
2nd	1.882	9.66
1st	3.307	5.49

Final drive: Hybrid bevel, ratio 3.69.

# SUSPENSION

Front, independent, struts and lower arms, self levelling hydropneumatic, anti-roll bar.

Rear, independent, trailing arms, self levelling hydropneumatic, anti-roll bar.

# STEERING

Rack and pinion, hydraulic power assistance. Steering wheel diameter 15in, 2.8 turns lock to lock.

Dual circuits, split front/rear. Front 10.5in (266mm) dia discs.



# Console has window lift switches

Rear 8.8in (224mm) dia discs. Hydraulic servo. Handbrake, centre lever acting on front discs.

# WHEELS

Pressed steel, 5in rims. Radial ply tyres (Michelin MXV on test car), size 165/70 R14, pressures F28 R32 psi (normal driving).

# **PERFORMANCE**

TEST CONDITIONS	
Wind:	6mph
Temperature:	

11.6deg C (52.8deg F) Barometer: 29.0in Hg (985mbar) 100 per cent **Humidity:** Surface: wetasphaltandconcrete Test distance: 1.010 miles

Figures taken at 1,300 miles by our own staff. All *Autocar* test results are subject to world

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# **MAXIMUM SPEEDS**

Gear	mph	kph	rpm
OD Top (Mean)	112	180	5,325
(Best)	114	183	5,400
4th	105	169	6,200
3rd	83	133	6,200
2nd	59	94	6,200
1st	34	55	6,200

# **ACCELERATION**

FROM RES	ST Time (sec)	Speedo mph
30	3.2	30
40	5.2	41
50	7.3	51
60	10.0	61
70	14.0	71
80	18.1	81
90	24.2	91
100	31.8	101

Standing 1/4-mile: 17.3sec, 84mph Standing km: 31.2sec, 102mph

## IN EACH GEAR

III EACH	GLAN			
mph	Top	4th	3rd	2nd
10-30	_	9.6	6.8	4.3
20-40	11.5	8.6	5.5	4.2
30-50	10.4	7.5	5.6	4.2
40-60	10.0	7.0	5.5	4.8
50-70	10.5	7.9	6.4	_
60-80	12.0	9.3	8.2	_
70-90	14.7	11.2	_	_
80-100	19.8	15.5	_	_

# CONSUMPTION

## FUEL

Overall mpg: 29.3 (9.6 litres/100km) 6.4mpl

Autocar formula: Hard 26.3 mpg Average 32.2 mpg Driving and conditions Gentle 38.0 mpg Grade of fuel: Premium, 4-star (98 RM) Fuel tank: 11.4 Imp galls (52 litres) Mileage recorder reads: 3.4 per cent

long Oil: (SAE 15W/40)/negligible

# DIMENSIONS

Wheelbase 104.5in (2655mm); track. front 55.5in (1410mm), rear 53.3in (1354mm). Overall length 166.5in (4230mm), width 65.4in (1,660mm), height 53.6in (1361mm). Turning circle 33ft 11in (103m). Boot capacity 15.9 to 52.1 cu ft.

# WEIGHT

Kerb: 20.3cwt/2,280lb/1034kg (Distribution F/R, 61/39) Test: 23.7cwt/2,660lb/1,206kg Max payload: 1014lb/460kg

# COSTS Delana

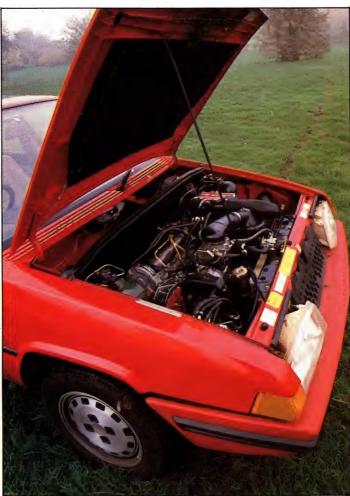
Prices	
Basic	£5,851,00
Special Car Tax	£487.58
VAT	£950.79
Total (in GB)	£7,289.37
Licence	£90.00
Delivery charge (London)	£138.00
Number plates	£20
Total on the Road	£7,537.37
(excluding insurance)	
EXTRAS (inc VAT)	
Super lustre metallic pair	
Super lustre paint navy/b	lack
	£78.49
*Alloy wheels	£219.27
Tinted windows	£107.15
Audiopackage	£72.25
*Electric sunroof	£294.02
Airconditioning	£564.36

£8.050.66

Fitted to test car

Total as tested

ontheroad



Transverse engine is a close fit under the BX bonnet

sion kit, giving over three inches extra rearward adjustment. This consists of two reinforced metal strips, costing £9.75 plus VAT and available as part No CIT4821.

A more conventional facia (by Citroen standards) containing analogue instruments is a welcome feature. These bear more than a passing resemblance to those of the CX GTi Turbo. The neat and compact circular speedometer and tachometer are flanked to the left by a check system for the doors, and to the right by stacked fuel and oil pressure/level gauges. The typical BX switchgear for lights is retained, with the famous, non self-cancelling indicators.

Electric windows and central locking are standard. However, a key-operated boot lock would have been welcome. Above the driver is a roof console containing two map-reading spotlights and a pair of switches for the optional power sunroof. This appears to be good value at £294.02 with its tilt or retract facilities. Up to 65mph with the roof in the tilt position, the BX is draught-free and similarly no buffeting can be felt until 55mph with it fully open.

There is a useful, but rather

awkwardly positioned, calculator-style 15-button on-board computer in front of the gear lever. This takes a long time to programme and is certainly not a task for a driver on the move.

A three-speaker installation in the dashboard is a standard feature, which ought to ensure reasonable sound quality, but there is too much muffled bass response in connection with the optional Philips radio/cassette that was fitted to our car. A better sound could undoubtedly be obtained from the optional audio pack.

Overall, the BX 19GT left us with the impression of a better equipped and more accomplished version of the popular BX marque, rather in the same vein as the Peugeot 305GTX and Vauxhall Cavalier SRi. It is certainly not a GT in the traditional sense of the word, but the increased power output is a bonus on motorway journeys.

The ordinary BX succeeded in selling a Citroen to some people who previously might not have considered buying one. The BX 19GT with its competitive price tag and impressive specification looks set to give a further boost to the appeal of the range.

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# BELTEK AIMS HIGH

Five new models are being launched by Beltek to lead its assault on a well established cut-throat market. David Rowlands puts the mid-range push button combination unit through its paces

JUST HOW big Britain's in-carentertainment market has become is a matter of some dispute. Estimates vary wildly from equally well-substantiated figures of £60 million to an impressionist (impressing financiers, that is) £120 million. Growth is difficult to determine as well. With so many more car manufacturers offering some minimal audio equipment built into today's cars (Ford, for example, equips almost 80 per cent of its output with at least a radio) the future for cheap, manual tune units and bare essential tape decks is looking dimmer. But line-fit combination units are unlikely to climb over a barrier of about £100 in what the customer perceives as value, so prospects for radio cassettes as replacements at prices from £100 to £200 look more enticing.

And it is in just this area that many of the newcomers to Britain in the last two years, hope to score. JVC and Sparkomatic led the rush — Aspec, Lucas Opus, a revamped Radiomobile range, Gelhard and Beltek have followed headlong into the breach. Just what a mauling market this can be. The debutantes are, after all, challenging the might of the Philips, Pioneer, Blaupunkt, Panasonic and Clarion establishment - as evidenced by Gelhard's almost immediate withdrawal (to regroup, it is said). Beltek is still here after eight months, having established a small, but viable, foothold of 60 or so outlets for its five-strong range of Japanese combination units.

Heading the Beltek assault is Mike Curtis, managing director of Trimpex Ltd, the Winchesterbased UK importers. The company took on the range after the success of an associated outfit in wooing Lebanese customers to this lesser-known marque. If the name is vaguely familiar, it is because hi-fi giant Lasky's, handled Beltek about ten years ago, an era Trimpex would rather draw a veil over. "Nobody knows how deep the ICE-bucket is," says Curtis. "We think we are going to



The Beltek MD833: A 25 watts per channel mid price range set incorporating all the now standard features

chisel a significant slice of this market by establishing a name for excellent units and giving the service back-up that some other makes fail to offer."

Among the five launch models on offer — soon to be augmented by more units and accessories are a couple of highly featured electronics, a brace of pushbutton sets and a manual tuner combination. Despite an early attempt to make relatively high list prices stick, all are now discounted to match the opposition. And the enemy camp opposing the mid-range, top push-button model MD833 at around £160, is stiff with wellestablished favourites like Panasonic's CQ773 and Blaupunkt's Melbourne, Montreal and Lon-

Against this muscle, the Beltek packs in a lot of sensible ideas. It is a high power unit, maximum 25watts per channel, with connections for front and rear speakers. It has Dolby, metal tape selection and an auto-reverse deck, and outputs via separate bass and treble tone controls plus a loudness switch. All this is inside a flat-faced, nominally

ISO-DIN format although it is a bit of a Twiggy — well under the maximum dimensions so it will fit many old DIN facia slots. On the radio, there are just five presets — one each for long and medium waves plus three on FM.

The radio's performance was patchy. Strong points were good station separation on FM and credible long and medium wave performance. Most of the more irritating forms of interference from the car and surrounding sources were kept successfully at bay, but the typical "picketfencing" chuff-chuff of multipathing on FM, proved more irksome in towns and suburbs. Some noisy mono-stereo switching was noted but in stereo mode, the imaging was good while signal strengths stayed high.

This deck is a motorised loader, gobbling the cassette with a click and a whirr after the gentlest of pushes. Ferric tape reproduction is astonishingly good for this market level, although the Dolby cut far too much of the higher frequency band. Metal tapes suffered similar attenuation and, as a result, scintillating performances have a dull moodiness. On

two speakers, output is close to maximum before distortion sets in but in four-speaker operation an amplifier on the pre-amp line-out would be a useful refinement. Two questionable features are the night illumination (tuner dial only, so you have to fiddle for the buttons) and the positioning of fast forward and reverse controls at each end of the radio push-buttons.

Overall, this unit is competent but its design has a rather dated feel to it, despite the new ISO-DIN format and obvious attention to things like the quality of the knurled metal control knobs. Trimpex comes out fighting with the message that all units have a no-quibble, one-year guarantee (immediate replacement of units found faulty soon after purchase or free repairs) plus a reliability promise that has done Beltek proud in the discriminating US market.

If there is any justice, this will keep Beltek buoyant in the competitive British market where cut-throats abound — as do rumours that at least two companies have a life expectancy of less than a year.



Porsche-powered Sandra Dickinson: 'Men either tend to look twice or else they give me a really hard time.'

SANDRA DICKINSON, expecting the arrival of her first child, didn't strike me with her Judie Holliday image as strongly as she does with her squeaky voice on television. Nor did she strike me as the typical owner of a Porsche 911SC Cabriolet.

"My mother speaks exactly the same as I do," she said, explaining that her family were from Washington DC, where, when she first learned to drive, it was for clutchless driving in automatics and "my parents would never let me go further then the local supermarket".

It was only after she came to Britain in 1972, where she feels she has been made so welcome -"I never intended to stay, but I love it" — that she found herself behind the wheel of a "frog-eye" Sprite re-learning to drive, this time with manual gears. Dickinson considers herself "not bad" on the road and has never had an accident. "The Porsche has really made me grow up in my driving. Men hate to see you behind the wheel of one — they either look twice or give you a really hard time," she said. For Dickinson, the 911 is her dream car; she had always wanted a Porsche and has no desire to change it now - "a Porsche has a sort of permanence about it"

That dream became a reality just over a year ago when her husband, actor Peter Davison, of Dr Who and All Creatures Great and Small fame bought her the 911 Cabriolet as a birthday present.

She was determined to get behind the wheel of the 911 as soon as it arrived - "or I was never going to use it properly". She was probably reminded of the time she met her husband when they played "the lovers" in A Midsummer Night's Dream; she was driving a Lancia Fulvia then "which he told me to drive more often or he would sell it!" After she proved she was driving it regularly, he bought her a Renault 5GTS.

Both cars performed faultlessly. "The Fulvia was a beauty, it never went wrong," she said. "I also had a blow-out on the motorway and nearly didn't realise it had happened; and it was a super car to throw around." Her | tro, Dickinson finds the 911 has

next Renault, a 5 Gordini, was much less successful than the first "and then I had one of Peter's cast-offs, a Scirocco Storm".

Fortunately Dickinson has always found herself surrounded by people who are enthusiatic about cars. Her husband certainly is: "He gets too tired if I'm driving. He tells me to push the car more and overtake slower drivers in front of us. Normally our lives go on quite independently, but if given the choice he likes to drive. He's very good on long runs.

"I tend to be a bit female about cornering in the Porsche," she admitted, and when she first got the car she found driving it "obscene". "Especially when I had to face other actors and actresses at television studios driving away from the car park in something a bit less flash than my car." She admits that she does not do a great many miles in her 911 and she has had unfortunate experiences with annoying faults occurring just after it had been serviced, "although my general philosophy about cars is that I love driving them, I don't like to go out and spend vast amounts of money on them". In a way she admits she would be happy still to be driving her Lancia Fulvia.

In a family where the fourwheeled transport includes a Range Rover and an Audi Quattwo ideal plus points. First, she finds it's a car a pregnant woman can get into and be comfortable behind the wheel, and it's a car which is "really good to go out and drive to perk you up if you're feeling a bit down"

Her first job in England was as a telephonist, then she went to the Central School of Drama in Swiss Cottage, London, took part in commercials and has since played in a number of parts in the theatre, films and television, admitting modestly that she has become "quite well known".

More recently she has appeared in a pilot film for a new BBC2 comedy series called The Clairvoyant, in which she co-stars with Roy Kinnear and which she hopes will go to a full series early next year. Her part as Lily, the wife of a used-car salesman was specifically written with her in mind.

And that "dumb-blonde" image? "For a few years I was finding it awfully boring, and because I'd got this distinctive voice, I modelled myself on the type of actress who was only allowed to be funny. But she is pleased with her success: "It's nice if you can do a particular kind of comedy, but if you have a peculiarity, like my voice, it's annoying when people say its not real acting."

**Peter Williams** 

# **NEW CAR PRICES**

	-	-	-	-
A.C.				
<ul> <li>Direct dealership</li> <li>Last price increase</li> <li>Warranty 12/UL</li> </ul>	1.5.83			
3000ME	12850	_	_	2993

ALFA ROMEO	
No. of dealers 124     Last price increase 1.9.84	

<ul> <li>No. of dealers 124</li> <li>Last price increase 1.9.84</li> <li>Warranty 12/UL, 6 Anti-Rust</li> </ul>						
Arna 1.2 SL	4350		_	1186		
Sprint 1.3	6925	_		1351		
Green Cloverleaf	7610			1490		
Alfa 33 1.3	5995		_	1351.		
1.5	6395	_	_	1490		
1.5 Gold Cloverleaf	6695		_	1490		
1.5 Green Cloverleaf	6995	_		1490		
Giulietta 1.6	7135	_	_	1570		
1.8	8050	_		1779		
2.0	8375	_		1962		
Alfetta Gold Cloverleaf	9995	_	_	1962		
GTV 2000 Coupe	9365	_	_	1962		
GTV 6 Coupe	11695	_	_	2492		
•						

# **ASTON MARTIN**

•	No.	of	dea	lers	21
	l act	n	rice	ince	0200

Last price increase 12.11.84
 Warranty 12/UL (exc Lagonda)

•	5340
•	5340
•	5340
•	5340
	•

# **AUDI**

No. of dealers 380
Last price increase 8.10.84
Warranty 12/UL, 6 Anti-Rust

80 CL	7137	456	382	1595
GL	8093	300	382	1781
Sport	8693	_	_	1781
Turbo Diesel	8500	-	382	1588
<b>90</b> CD	9995	337	•	1994
Quattro	TBA		•	2226
100	9504	679		1781
CD	11995	845		2144
Turbo Diesel	12161	803		1986
Avant CC	10294	679	•	1781
Avant CD	13922	690		2144
Avant Turbo Diesel	13061	510	•	1986
Coupe	8783	337	382	1781
GŤ	10679	337	•	2144
200	14134	810	•	2144
Turbo	19290	•	•	2144
Quattro	21787	_	•	2144

# AUSTIN

No. of dealers 1400

•	Last price	increase 15.10.84	
•	Warranty	12/UL, 6 Anti-Rust	

<ul> <li>Warranty 12/UL, 6 Anti</li> </ul>	-Rust			
● Warranty 12/UL, 6 Anti Mini City E Mayfair Metro City City X 5-Door 1.0 L 1.0 L 5-Door 1.0 L 1.3 L 5-Door 1.3 HL 5-Door Automatic Vanden Plas 5-Door Maestro 1.3 1.3 L 1.3 HL 1.3 HL 1.3 HLE 1.6 L 1.6 HL 5-Speed 1.6 Automatic 1.6 Vanden Plas Montego 1.3 1.6 1.6 L	3298 3883 3845 4473 4664 4872 4948 4899 5107 5985 5093 5924 6096 66238 6648 6686 6686 6686 6686 7257 5469 5469 7119	652 		998 998 998 998 998 998 1275 1275 1275 1275 1275 1275 1275 1275
		-10		
		_	_	
1.6 L	6394	416		
		416		
2.0 HL	7465	_	296	
2.0 HLS	7885	_	296	
Vanden Plas	8569		•	1994
1.6 Estate 1.6 L Estate	6395 6970		_	1598 1598
1.6 HL Estate	7755		_	1598
2.0 HL Estate	8125	410		1994
2.0 HLS Estate	8545	_		1994

# BENTLEY

 No. of dealers 57 Last price increase 6.83Warranty 36/50,000

49497 • 6750 55240 • 6750

	Price Auto PAS			
	£	£	£	CC
Turbo	61743	•	•	6750
Continental	76108	•	•	6750

# **BMW**

No. of dealers 147

ncrease 1.10.84 I2/UL, 6 Anti-Rust

316	7350	740	430	1766
4-Door	7765	740	430	1766
Cabriolet	10503	740	430	1766
318i	8350	620	430	1766
4-Door	8765	620	430	1766
Cabriolet	11503	620	430	1766
320i	9295	620	430	1999
4-Door	9710	620	430	1999
Cabriolet	12448	620	430	1999
323i	10430	620	430	2315
4-Door	10845	620	430	2315
Cabriolet	13583	620	430	2315
518	8645	_	430	1766
520i	10465	620	•	1990
525i	12545	620	•	2494
525e	11895	•	•	2693
528i	14035	620	•	2788
S.E.	17070		•	2788
628 CSi	19995	ONC		2788
635 CSi	25195	ONC		3430
728i	15440	620	•	2788
S.E.	17995	ONC	•	2788
732i	17430	620	•	3210
S.E.	19325	ONC	•	3210
735i	19595			3453
S.E.	24870	ONC	•	3453

# BRISTOL

Direct dealership Last price increase 1.8.84

 Warranty 12/UL
 Includes deliver rv and licence plates

• Includes, delivery a	ind neeme	Piu	100	
Britannia	49827		•	5900
Brigand Turbo	52693	•	•	5900
Beaufighter Turbo Convertible	49827	•	•	5900

# **CATERHAM CARS**

(Component form) Direct dealership

Ford 1600 GT	6588			1599
1600 GT Sprint	7069	_		1599
1700 Super Sprint	7624	_	_	1691
1600 VTA Twin Cam	8512	_	-	1599
Ford RS1600 BDR	9363	_	_	1599

# **CITROEN**

2CV6 Special

No. of dealers 270

Last price increase 15.10.84
 Warranty 12/UL, 6 Anti-Rust

Charleston	3198	_	_	602
LNA 11 E	3395	_	_	1124
11 RE	3723			1124
Visa Special	3467			652
11 E	3995	_		1124
11 RE	4344			1124
14 TRS 5-Speed	4950			1360
GT	5245	_	_	1360
Convertible	5999		_	1124
GSA Special Sal. 5-Spd	4998			1299
Special Estate 5-Spd	5533	_		1299
BX 14	5107	_		1360
14 E	5444	-	_	1360
14 RE 5-Speed	5845			1360
16 RS 5-Speed	6139		247	1580
16 TRS 5-Speed	6652	_	247	1580
19 RD 5-Speed	6314	_	247	1905
19 GT 5-Speed	7289	٠. ١	•	1905
CX 20 5-Speed	8367	_	•	1995
25 Pallas IÉ	11569	•	•	2500
25 DTR Turbo	11811	_	_	2500
25 Prestige IE	16205	•	-	2500
20 Safari	9899			2500
20 Familiale	9222		•	2500
25 TRI Safari	11619	310	•	2500
25 D Familiale	10956	_	ě	2500
25 IE Familiale	11523	310	_	2500
25 DTR Turbo Safari	12345	_	:	2500
25 Prestige IE	16205	•	•	2500
		_	_	

Fiesta 1300 S Convertible XR2 Convertible	0400	=		1298 1598
Mercedes 280CE Convertible	23345	•	•	2748

# DACIA

No. of dealers 53

5995 - - 1397

omino	3299 —		620
harade	3999 350	_	993
CS	4359 350		993
CX	4599 350		993
CX High Roof	4849 350		993
Diesel	4799 —	_	993
Diesel High Roof	5049		993

	Price Auto PAS			
	£	£	£	CC
Turbo	5199		-	993
Turbo High Roof 3-dr	5449		-	993
Turbo High Roof 5-dr	5449			993
Charmant 1300LC	4999		-	1290
1300LE	5349	*******	-	1290
1600LE	5699	400	-	1588
1600LGX	6249	400	•	1588

	00005			4005
4.2	22995	•	•	4235
Double Six	25995	•	•	5343
Limousine	25994	•	•	4235

# **FERRARI**

No of dealers 17

126	2184 —	_	652
Uno 45 Comfort 3-dr	3638 —	_	903
45 Super ES 3-dr	4316 —		903
55 Comfort 5-dr	4195	-	1116
55 Super 3-dr	4395		1116
55 Super 5-dr	4578 —		1116
70 Super 5-dr	4848 —	_	1299
Panda Comfort	3198 —	_	903
Super	3495		903
4×4	4390	-	965
Strada II 60 CL	4289 —	_	1116
60 ES	4745 —		1116
70 CL	5044		1299
Superstrada 85	5759	-	1498
105TC	6345 —	-	1585
Aborth 120TC	7900		1005

## 100 Super Panorama Super

602

2674 —

Charleston	3198	_	_	602
NA 11 E	3395	_	_	1124
11 RE	3723	_	_	1124
isa Special	3467			652
11 E	3995	_		1124
11 RE	4344			1124
14 TRS 5-Speed	4950		_	1360
GT	5245	_	_	1360
Convertible	5999		_	1124
SA Special Sal. 5-Spd	4998			1299
Special Estate 5-Spd	5533	_		1299
X 14	5107	_		1360
14 E	5444	-	_	1360
14 RE 5-Speed	5845	_	-	1360
16 RS 5-Speed	6139		247	1580
16 TRS 5-Speed	6652	_		1580
19 RD 5-Speed	6314	_	247	1905
19 GT 5-Speed	7289	٠	•	1905
X 20 5-Speed	8367	_	•	1995
25 Pallas IÉ	11569	•	•	2500
25 DTR Turbo	11811	_	-	2500
25 Prestige IE	16205	•	-	2500
20 Safari	9899		_	2500
20 Familiale	9222	_	•	2500
25 TRI Safari	11619	310	ě	2500
25 D Familiale	10956	_	•	2500
OF IF Familials	11522	210		2500

# CRAYFORD

Fiesta				
1300 S Convertible	6493	_	wheeless	1298
XR2 Convertible	6748		-	1598
Mercedes			-	
280CE Convertible	23345	•	•	2748

Duster GLX 4×4

# **DAIHATSU**

No. of dealers 150
Last price increase 1.7.84
Warranty 12/UL, 8 Anti-Ru

VVarianty 12/OL, 6 A	mu-nust		
Domino	3299 —		620
Charade	3999 350	_	993
CS	4359 350		993
CX	4599 350		993
CX High Roof	4849 350	_	993
Diesel	4799 —	_	993
Diesel High Roof	5049		993

	£	£	£	CC
Turbo	5199		-	993
Turbo High Roof 3-dr	5449		-	993
Turbo High Roof 5-dr	5449			993
Charmant 1300LC	4999		-	1290
1300LE	5349	-	-	1290
1600LE	5699	400	-	1588
1600LGX	6249	400	•	1588
DAIMLER				
<ul> <li>No. of dealers 350</li> <li>Last price increase 5.8</li> <li>Warranty 12/UL</li> </ul>	34			
4.2	22995	•		4235
Double Civ	25005	-	-	E242

Last price increase 1.6.84 Warranty 12/12,000

308 GTB	Qv	28000			292
308 GTS	Qv	29399		-	292
Mondial	Qv	31900	_	-	292
Cabrio	let	35300	_		292
400i		46599	ONC	•	482
512BBi		50699	_	-	494
Testa Ro	ssa	62665	_	-	494

# FIAT

No. of dealers 325
Last price increase 3.9.84
Warranty 12/UL, 6 Anti-Rust

Ono 45 Common 5-un	3030 — —	303
45 Super ES 3-dr	4316 — —	903
55 Comfort 5-dr	4195	1116
55 Super 3-dr	4395	1116
55 Super 5-dr	4578 —	1116
70 Super 5-dr	4848 — —	1299
Panda Comfort	3198 — —	903
Super	3495	903
4×4	4390	965
Strada II 60 CL	4289 — —	1116
60 ES	4745 — —	1116
70 CL	5044	1299
Superstrada 85	5759	1498
105TC	6345 — —	1585
Abarth 130TC	7800 — —	1995
Cabrio	7198 — —	1498
Regata 70 Comfort	4990 — —	1299
70 ES	5480	1299
85 Comfort	5695	1585
85 Super	6095 423 -	1585
100 Super	6790 — —	1585

7050 437 7107 — —

1995

1995 1498

957 957

1296 1608

# **FORD**

Estate

No. of dealers 1211Last price increase 15.10.84

<ul><li>Warranty 12/UL, 6</li></ul>	Anti-Rust		
Fiesta Popular	3847	_	_
Popular Plus	4268	_	_
L	4668	_	_
1.1 Popular Plus	4490		_
1.1L	4890	_	_
1.1 Ghia	5511	-	_
1.3L	5336	-	_
1.3 Ghia	5957	_	_
1.6 Popular Plus			
Diesel	5110	_	_
1.6L Diesel	5495	_	-
XR2	5957		-

1608 1597 XR2 Escort 1.1 Pop. 3-dr 1.1 Popular Est 3-dr 1.3 3-dr 1.3L 3-dr 1.3L 5-dr 1117 1117 1296 1296 4363 4849 4929 5397 5594 1296 5923 6492 6570 5333 5802 1.3GL 5-dr 1.3 Ghia 5-dr 1.6GL Diesel 5-dr 1.3 Estate 3-dr 1296 1296 1608 1296 1296 1.3L Estate 3-dr 1.3L Estate 5-dr 1.3GL Estate 5-dr 1.3GL 5-dr 5999 — 6328 — 5910 417 1296 1296 1597

6239 417 6807 417 7798 — 8902 — 6315 417 6644 417 1.6GL 5-dr 1597 1.6 Ghia 5-dr 1.6 Cabriolet 1.6i Cabriolet 1.6L Estate 5-dr 1597 1597 1597 1597 1597 1.6G L Estate 5-dr 1.6GL Estate 5-dr 1.6G Diesel Est 5-dr 1.6GL Diesel Est 5-dr XR3i Orion 1.3L 1597 6646 — 6975 — 7035 — 1608 1608 1597 1296 6975 7035 5661

Orion 1.3L	2001	_	1230
1.3GL	5923 —		1296
1.6L	5976 417	_	1597
1.6GL	6239 417	-	1597
1.6 Ghia	7313 417	_	1597
1.6i Ghia	7520	-	1597
1.6L Diesel	6307	-	1608
1.6GL Diesel	6570	_	1608
Sierra 1.3 5-dr	5592 —	_	1294
1.3L 5-dr	6122 —		1294
1.6 5-dr	5929 538	_	1593
1.6L 5-dr	6457 538	-	1593
1.6GL 5-dr	7281 538		1593
1.6 Estate	6487 538	-	1593
1.6L Estate	7024 538		1593

	T.	L	L	CC
1.6GL Estate	7849	538	-	1593
1.8L 5-dr	6627	-	-	1796
1.8GL 5-dr	7451		_	1796
1.8 Ghia 5-dr	8848	-		1796
1.8L Estate	7195	-	_	1796
1.8GL Estate	8019	_		1796
1.8 Ghia Estate	9398		-	1796
2.0GL 5-dr	7734	384	420	1993
2.0 Ghia 5-dr	9130	384	420	1993
2.0GL Estate	8302	384	420	1993
2.0 Ghia Estate	9680	384	420	1993
2.3L Diesel 5-dr	6298	-	-	2304
2.3GL Diesel 5-dr	7753	-	-	2304
2.3L Diesel Estate	7496	_	178	2304
2.3GL Diesel Estate	8320		178	2304
XR4i	10324	_	420	2792
Capri 1.6 Laser	6176	-	-	1593
2.0 Laser	6569	450	-	1993
2.8i Special	9500	-	•	2792
Granada 2000L	7665	450	•	1993
2000LX	8162	450	•	1993
2300L	8644	450	•	2293
2300LX	9141	450	•	2293
2300GL	10627	450	•	2293
2800GL	11375	•	•	2792
2800 Ghia X	13557	•	•	2792
2800 Ghia	11799	•	•	2792
0000101111		-	-	

# 11375 • 13557 • 11799 • 14154 • 8466 450 8949 450 9446 450 ........... 2792 2792 2792 2792 1993 2293 2293 2792 2792 2792 2498 2498 11799 14154 2800 Ghia X 2800i Ghia X 2000LX Estate 2300L Estate 2300LX Estate 2800GL Estate 11620 • 2800 Ghia Estate 2800 Ghia X Estate 2800i Ghia X Estate 11991 13374 14331 8879 9183 2.5 Diesel L Estate

# FSO

2.5 Diesel L

No. of dealers 140 Last price increase 9.84

Warranty 12/UL

2749 2999 3299 1300 1500 Estate

# HONDA

No. of dealers 165
Last price increase 1.9.84
Warranty 12/UL, 6 Anti-Rust

Wallality 12/OL, 07	Allti-Hust		
Jazz	4315 —	-	1231
Civic	4840 340	-	1342
Shuttle	5690 340		1488
Sport	5750	_	1488
CRX Coupe	6950 -	-	1488
Accord 1.6 3-dr	5880 460		1598
Executive 1.8 3-dr	7250 450	•	1829
1.6 4-dr	6120 460		1598
Prelude 1.8 2-dr	7150	650	1829
Executive 1.8 2-dr	8500 475	_	1829

# **HYUNDAI**

No. of dealers 170
Last price increase 6.84
Warranty 12/UL

warranty 12/UL			
Pony 1200L	3800 —		1238
1200GL	4099 —	-	1238
1200GLS	4348	-	1238
1400GLS	4497 399		1439
Stellar 1600L	4497 —	_	1597
1600SL	4996 —		
1600GSL	5494 399	-	1597

# **JAGUAR**

No. of dealers 350
Last price increase 5.84
Warranty 12/UL

•			
XJ6 3.4	14495 523	•	3442
4.2	16595 523	•	4235
Sovereign 4.2	18995	•	4235
HE	21995	•	5343
XJ-S 3.6	19248 —	•	3590
XJ-SC 3.6	20756	•	3590
XJ-S HE	23385	•	5343

# LADA

No. of dealers 185

Last price increase 3.84

Warranty 24/UL			
1200 Estate	2927 —	-	1198
Riva 1200 Standard	2499	-	1198
1200L	2799 —		1198
1300GL	3158 —	_	1294
1500GLS	3475 —		1452
1500DL Estate	3375	_	1452
1600	3413 —	-	1570
Niva 4×4	5287 —	-	1570

# **LAMBORGHINI**

Direct dealership
Last price increase 1.2.84
Warranty 12/UL

Jalpa	28450	_	_	348
Countach	54950		_	475

LANCIA	
No. of dealers 120	
<ul> <li>Last price increase 1.2.84</li> </ul>	
■ Warranty 12/III 6 Anti-Ru	

Warranty 12/UL, 6 Anti-Rust						
Delta 1300	5150 —		1301			
1600 GT	6250 —	-	1585			
HF Turbo Exec	7990		1585			
Prisma 1500	5790 460	_	1498			
1600	6400 —	_	1585			
HPE 2000 IE	8300 162	•	1995			
Volumex	8850 —	•	1995			
Coupe 2000 IE	7570	•	1995			
Volumex	8315	•	1995			
Gamma IE	10251	•	2484			
IE Coupe	12801	•	2484			

# LAND ROVER

•	NIO	~6	don	1000	868	
•	INO.	OΙ	uea	iers	000	
-	4 .					

<ul> <li>Last price</li> </ul>	increase	14.6.84
<ul><li>Warranty</li></ul>	12/UL	

Ninety swb Petrol	9212	_	307	228
swb Diesel	10278	_	307	249
County swb Petrol	9928	•	307	228
swb Diesel	10994	•	307	249
Range Rover Fleetline	13530	897		3528
2-dr	15050	897	•	352
4-dr	15972		•	352
Vogue	17479	897	•	352

# LOTUS

- No. of dealers 26
- Last price increase 1.10.84
   Warranty 12/UL, 5 Chassis Anti-Rust

,				
Excel	15740	_	650	2174
Esprit S3	16780	-	_	2174
Turbo	21270	-		2174

# MG

- No. of dealers 1400
- Last price increase 10.84
   Warranty 12/UL, 6 Anti-Rust

MG Metro 1300	5713	_		1275
Turbo	6371		-	1275
MG Maestro 2.0 EFi	7279	_	296	1994
MG Montego 2.0 EFi	8191	_	296	1994

# MAZDA

- No. of dealers 200Last price increase 6.84Warranty 12/UL

• Wallality 12/OL				
323 1100 3-dr	4319	_		1071
1300 3-d#	4799		-	1296
1300 4-dr	5079	_		1296
1300 5-dr	4999	-		1296
1500 5-dr	5549	•	_	1490
1500 GT 3-dr	5599	_		1490
1500 GT 4-dr	5799	_	_	1490
Estate	5139		-	1490
<b>626</b> 1600 LX 4-dr	5899	_	-	1587
1600 LX 5-dr	6199	_	_	1587
2000 GLX 4-dr	7499		600	1998
2000 GLX 5-dr	7799	•	600	1998
2000 GLX Coupe	7725	_	•	1998
929 2000 Estate	6915	370	-	1970
RX-7	10500	_	_	2292

# MERCEDES-BENZ

- No. of dealers 100
  Last price increase 1.10.84
  Warranty 12/UL
  Includes delivery

• includes delivery		
190 190E 190D 200T Estate 230E 230CE 230TE Estate 240D 240TD Estate 250 300D 300TD Estate 280E 280E 280E 280SE 280SE 280SE 380SE 380SE 380SEL	11170 388 10600 388 10365 388 11290 388 11525 388 13545 388 13410 388 13410 388 13110 388 13410 388 13410 388 13410 388 1700 750 12600 750 13680 750 13680 750 14995 ONC 16600 ONC 17840 ONC 17840 ONC 19400 ONC	1997 1997 1997 1997 2299 2299 2399 2399 2525 2998 2746 2746 2746 2746 3839 3839
	21455	3839

# **Price Auto PAS**

# **MITSUBISHI COLT**

- No. of dealers 186
  Last price increase 1.5.84
  Warranty 36/UL

Colt 1200 GL 1500 GLX 3-dr 1500 GLX 5-dr 1800 GL Diesel 1600 Turbo	4749 — 5299 — 5799 400 5999 — 7749 —	=	
Lancer 1200 GL	5499 —	_	1198
1500 GLX	6250 429	_	1468
1800 GL Diesel	6500 —	_	1795
Tredia 1400 GLX	6029 —	_	1410
1600 GLS	6825 175	_	1597
Turbo	7999 —	_	1597
Cordia 1600 GSL	7299 375	_	1597
Turbo S	8499 —	_	1597
Galant 1600 GL	6899 —	_	1597
1600 GL Estate	6825 —	_	1597
2000 GLS	8749 340	•	1997
1800 GLX TD	8639	•	1795
2000 GLX Estate 2000 Turbo	7875 — 9979 —	•	1997
Sapporo 2000 GSR		•	1997
2000 Turbo	7884 —	:	1997
2000 TUTBO 2000 GSL	11100 — 8334 ●	•	1997 1997
Starion Turbo	12499 —	•	1997
Shogun Hard Top 4×4	9599 —	-	2555
Soft Top	8749 —	•	2555
Diesel Turbo	12469 —	•	
Space Wagon	7750 249	•	
Mitsubishi Sigma 1.6	5699 —	_	1597
1.6 Estate	6099 —	-	1597
2.0 GL	6599 400		1995
2.0 GL Estate	6999 400	_	1995
2.6 SE	7200 400	•	2555
2.6 SE Estate	7700 400	ě	2555

# MORGAN

- No. of dealers 18
  Last price increase 10.84
  Warranty 12/12,000

4/4 1600 2-seater	9300	-	-	1597
4-seater	10141	_	-	159
4/4 1600 TC 2-seater	9518			158
TC 4-seater	10353		-	158
Plus Eight 2-seater	12498			353
Petrol Injection	13996		_	353

# NISSAN

- No. of dealers 425
- Last price increase 16.10.84
   Warranty 12/UL

warranty 12/UL		
Micra L DX GC Cherry 1.3 L 3-dr 1.3 GS 3-dr 1.3 GS 5-dr 1.3 GS 5-dr 1.3 SGL 5-dr 1.3 SGL 5-dr Europe 1.2 Europe GTI 1.5 Turbo ZX Sunny 1.3 L 2-dr 1.3 GS 1.5 SGL 1.5 SGL 1.5 SGL 1.5 SGL 1.5 SGL 1.5 SGL Coupe 1.3 DX Estate 1.5 SGL Estate 1.5 SGL Prairie 1.5 GL 1.8 GL Prairie 1.5 GL 1.8 GL Prairie 1.5 GL 1.8 GL SIlvia GL SGL SGL SGL SGL SGL SGL SGL SGL SGL S	3846 — 4095 — 4886 350 4896 — 5195 — 5346 350 5545 350 4670 — 66899 — 5195 — 6480 — 5195 — 6480 — 6755 — 6496 — 6755 — 6756 480 8115 — 67576 480 8115 750 480 9245 480 9245 480 9245 480	
C Estate 300 ZX Targa	10695 — 14349 480	<ul><li>2960</li><li>2960</li></ul>
Targa Turbo Patrol Diesel Estate Diesel Estate	16996 — 9595 — 10495 — 10750 — 11595 —	<ul><li>2960</li><li>2753</li><li>3246</li><li>2753</li><li>3246</li></ul>

# **OPEL**

- No. of dealers 653

1.5.84		
6455 384		1796
6686 384		1796
6914 384	_	1796
7281 384	-	1979
7507 384	_	1979
13801 ONC	•	2969
	6455 384 6686 384 6914 384 7281 384 7507 384	6455 384 — 6686 384 — 6914 384 — 7281 384 — 7507 384 — 13801 ONC

# **PANTHER**

<ul> <li>Warranty 12/UL</li> </ul>			
Kallista 1.6	9875 —	_	159
2.8	10875 623		279
2.8i	11875 —	_	279

# PEUGEOT

<ul> <li>Last price increase 10</li> <li>Warranty 12/UL, 6 Ar</li> </ul>			
<b>205</b> GE	4145 —	_	945
GL	4795 —		1124
GLD	5245 -	_	1769
GRD	5845 —	_	1769
GR	5495 —	_	1360
GT	5895 —	_	1360
GTI	6645 —	_	1580
<b>305</b> GL	5495 -	_	1290
GR	5945 —		1472
GLD	5995 —	_	1769
GRD	6445 -		1905
GT	6645 350	_	1580
GTX	7445 —	267	1905
GL Estate	5995 —	_	1290
GR Estate	6445 —		1472
GLD Estate	6495 —	_	1769
GRD Estate	6945 —	_	1905
GT Estate	7195 350		1580
GTX Estate	7995	267	1905
<b>505</b> GL	7545 —	_	1971
GR	8695 500	•	1971
GTI	10295 500	•	2165
GL Diesel	8245 -	•	2498
GRD Turbo	9645 —	ě	2304
GTD Turbo	10895 —	ě	2498
GL Estate	8095	_	1971
GR Estate	9295 500	•	1971
GL Diesel Estate	8795 —	ě	2498
Family Estate	9795 500	ě	1971
Family Diesel Estate		ě	2498
COA CTI	12005	-	2040

# **PORSCHE**

924 Coupe	11569 468	_	1984	
Lux	12123 469	_	1984	
944 Lux Coupe	16880 626	•	2479	
911 Carrera	23729		3164	
Carrera Targa	23729 —	_	3164	
Carrera Sport	25507 —		3164	
Carrera Targa Sport	25507 —		3164	
Carrera Cabriolet	24884 —		3164	
Carrera Cabriolet				
Sport	26545 —		3164	
Turbo	36827 —	_	3299	
<b>928S</b> Series 2	33492 ONC	0	4664	

# RELIANT

• Warranty 12/UL		
Scimitar GTE	12890 320	
GTC		

4 GTL	3650	<b>—</b> 1180
5 Automatic	5150	- 1397
TX	5450 —	<ul><li>1397</li></ul>
Le Car 2 TL	4150	- 1108
Le Car 2 TL 5-dr	4310 —	- 1108
Le Car 2 GTL	4520 —	— 1108
Le Car 2 Turbo	6150	1397
9 TC	4815	<b>—</b> 1108
GTL	5305 —	<b>—</b> 1397
Automatic	5980	<b>—</b> 1397
GTX	5925	- 1721
TD	5530 —	- 1595
11 TC	4700	- 1108
GTL 3-dr	5350 —	— 1397
GTL 5-dr	5550 —	— 1397
Automatic	6395	<b>— 1397</b>

# 6200 7230 6150 6525 7300 Turbo GTD TXE TXE Electronic •

15	5/50	_	_	- 1
TD	6015	_	_	2
GTS	6045	_	_	1
GTL Estate	6575	_	_	1
GTX Estate	8050	_	•	1

## **TD Estate** 6800 Turbo Fuego GTS Turbo 8550 7050 9295 •

# Price Auto PAS £ £ £

- Direct dealership
   Last price increase 1.10.84

- No. of dealers 500

# GT Diesel Turbo 13995 • 2849 12145 — • 2498

- No. of dealers 28
  Last price increas
  Warranty 24/UL,
  Includes delivery Last price increase 10.84 Warranty 24/UL, 7 Anti-Rust

<b>924</b> Coupe	11569 468	_	1984
Lux	12123 469	_	1984
944 Lux Coupe	16880 626	•	2479
911 Carrera	23729		3164
Carrera Targa	23729 —	_	3164
Carrera Sport	25507 —		3164
Carrera Targa Sport	25507 —		3164

- No. of dealers 238

  Last price increase 10.84

• Warranty 12/OL		
Scimitar GTE	12890 320	
GTC	12890 320	

# RENAULT

- No. of dealers 430
  Last price increase 1.9.84
  Warranty 12/UL, 5 Anti-Rust
- TSE
- 18 Automatic 6995
- 1647 2068 1647 1647 1995 2068 1565

1397

1397 1595 1721

1995

# 7950 — 1995 8795 400 • 1995 9995 400 • 2165 13440 ONC • 2664 GTS GTX V6 Inj **ROLLS-ROYCE**

- No. of dealers 71
  Last price increase 10.84
  Warranty 36/50,000
- 58037 65917 77553 83122 6750 6750 6750 Silver Spirit Silver Spur Corniche Convertible Camargue

Price Auto PAS

CC

# **ROVER**

25 TS

- No. of dealers 1400
  Last price increase 21.5.84
  Warranty 12/UL, 6 Anti-Rust

Training 12/OL, OA	iiii-nust	
213	5794	1342
S	5999 — —	1342
SE	6422 — —	1342
Vanden Plas	6923 — —	1342
2000	8495 156	1994
2300	9330 156	2350
S	10829 ONC •	2350
2400SD Turbo	11563 —	2393
2600S	11419 ONC •	2597
Vanden Plas	12223 ONC	2597
3500 Vanden Plas	13780 ONC	3528
Vanden Plas EFi	15775 ONC •	3528
Vitesse	15465 ONC •	3528

# SAAB

- No. of dealers 150
- Last price increase 1.10.84
   Warranty 12/UL

<b>10</b> 2-dr	6995		1985
<b>100</b> 3-dr	8315 —	•	1985
4-dr 4-sp	7595 —		1985
4-dr 5-sp	8105 —		1985
5-dr	8630 —	•	1985
i2-dr	8510 —	•	1985
i3-dr	8995 495	•	1985
i4-dr	8825 495	•	1985
i5-dr	9350 495	•	1985
Turbo 8V 3-dr	11890 495	•	1985
Turbo 8V 4-dr	11890 495	•	1985
Turbo 8V 5-dr	12450 495	•	1985
Turbo 16V 3-dr	13490 —	•	1985
Turbo 16V 4-dr	13490 —	•	1985
Turbo 16V 3-dr S	14090 —	•	1985

# SKODA

- No. of dealers 260
- Last price increase 1.12.83Warranty 24/UL
- Estelle Two 105S 1046 1046 1174 1174 1174 1174 = 105 Lux 120L 120LS 2538 2650 3029 120LSF

# SUBARU

Rapid

- No. of dealers 100
- Last price increase 1.5.84
   Warranty 18/18.000

<ul><li>Warranty 18/18,000</li></ul>				
1.6 GLF	5233	_	_	159
1.6 DL 4×4 Estate	6149	999	_	159
1.8 GLF	5300	400	_	178
GLF 4×4	5995		_	178
GLF 4×4 Hatch	5889	_	_	178
GLF 4×4 Estate	7250	_	_	178
1.8 GL SE	6899	400	•	178
GTi	7500	_	•	178
1.8 DL 4×4 Estate	7699			178
GL 4×4 Estate	8499	_	•	178

# SUZUKI

- No. of dealers 72
  Last price increase 6.8.84
  Warranty 12/UL, 6 Anti-Rust
- 796 993 993 970 970 Alto FX 3375 224 3750 4150 4749 4649 Swift SA310 GA SA310 GL SJ410 WV 4×4 Q 4×4 City & Country 4849

# **TALBOT**

- No. of dealers 500
  Last price increase 10.84
  Warranty 12/UL
- Samba LE 3695 3995 4395 954 954 1124 1360 = LS Cabriolet

Prices shown include Special Car Tax and VAT, to nearest £. Abbreviations: Iwb long wheelbase; Ihd left hand drive only; ONC Optional choice at no extra cost; PAS power steering; ● standard; ○ optional; + limited collision.

	Price Aut		CC
Horizon Series II 1.1LE 1.3LS 1.5LS 1.5GL 1.9LD Alpine 1.6LS 1.6GL 1.6GLS Solara 1.3LE 1.6LS 1.6GL 1.6GL 1.6GL 1.6GL 1.6GLS	4475 — 5275 — 5895 — 5675 — 6145 — 6795 — 7745 50 5245 — 5595 40 6645 — 7595 50 7245 —	267	1118 1294 1442 1442 1905 1592 1592 1592 1592 1592 1592 1592 1442
TOYOTA			
<ul><li>No. of dealers 220</li><li>Last price increase 14</li><li>Warranty 12/UL</li></ul>	.5.84		
Starlet 1.0 GL Corolla 1.3 GL 1.3 GL Liftback 1.3 DX Estate	4439 — 5249 300 5499 300 5133 —	<u> </u>	993 1295 1295 1295

<ul> <li>No. of dealers 220</li> <li>Last price increase 10</li> <li>Warranty 12/UL</li> </ul>	4.5.84	
Starlet 1.0 GL Corolla 1.3 GL 1.3 GL Liftback 1.3 DX Estate 1600 GT Coupe Tercel 1.3 GL 3-dr 1.3 GL 5-dr 1.3 SR 1.5 4×4 Estate Carina II 1.6 GL 1.6 GL Liftback 2.0 GL Diesel Camry 1.8 GL 1.8 GL Turbo Diesel 2.0 GLi Executive Celica 2.0 XT Coupe 2.0 XT Liftback Supra 2.8i Space Cruiser Land Cruiser	4439 — 5249 300 5133 — 6995 — 5381 24 6595 — 6295 480 6546 480 6965 — 6848 520 7922 — 8408 520 8990 521 7649 — 7849 500 11540 727 8627 500 13438 — 6549 9 —	1588 1588 1974 1832 1839 1995 1995 1972 2759
TVR		

TVR				
<ul> <li>No. of dealers 22</li> <li>Last price increase</li> <li>Warranty 12/12,00</li> </ul>	e 1.10.84			
280i Convertible	13917	_	_	2792
Fixed-head	14665	-	_	2792
Plus 2 F/head	15810	_		2792
350i Convertible	15540	_	-	3528
OGG! COM COME	10700			2520

		Price £	Auto
	VAUXHALL		
	<ul> <li>No. of dealers 653</li> <li>Last price increase 16</li> <li>Warranty 12/UL</li> </ul>	.10.84	
	Nova 1.0 2-dr	3859	_
	1.0 L 2-dr	4529	=======================================
ı	1.0 3-dr	4011	
ı	1.0 L 3-dr	4734	
	1.2 2-dr	3996	
	1.2 L 2-dr	4666	_
1	1.2 GL 2-dr	5118	_
ì	1.2 3-dr	4149	_
1	1.2 L 3-dr	4871	_

■ Warranty 12/UL		
Nova 1.0 2-dr 1.0 L 2-dr 1.0 L 2-dr 1.0 L 3-dr 1.0 L 3-dr 1.2 L-dr 1.2 L 2-dr 1.2 GL 2-dr 1.2 L 3-dr 1.2 L 3-dr 1.3 SA Astra 1.2S 3-dr 1.3S L 3-dr 1.3S L 3-dr 1.3S L 5-dr 1.6S L 5-dr 1.6S L 5-dr 1.6S L 5-dr 1.3S GL 5-dr 1.6S GL 5-dr 1.3S L 3-dr Estate 1.3S L 3-dr Estate 1.3S L 5-dr Estate 1.3S L 5-dr Estate 1.6S L 5-dr Estate	6283 529 6562 — 7344 — 5544 529 5869 529 5913 529 6238 529 6541 529	299 1598 299 1598 299 1796 — 1296 299 1598 — 1296 299 1598 299 1598
1.35 L 3-dr Estate 1.35 L 3-dr Estate 1.35 L 5-dr Estate 1.65 L 5-dr Estate 1.65 LD 5-dr Estate 1.65 LD 5-dr Estate 1.65 LD 5-dr Estate 1.65 L 4-dr 1.65 L 4-dr	6283 529 6562 — 7344 — 5544 529 5869 529 5913 529 6238 529	299 1598 299 1598 299 1796 — 1296 299 1598 — 1296 299 1598
1.6S GL 4-dr 1.6S GLS 4-dr 1.8i SRi 4-dr 1.3S 5-dr 1.3S L 5-dr 1.6S 5-dr 1.6S L 5-dr 1.6LD 5-dr 1.6S GL 5-dr 1.6S GLS 5-dr 1.6S GLS 5-dr		299 1598 299 1598 299 1796 — 1296 — 1296 299 1598 299 1598 299 1598 299 1598 299 1598
1.8i CD 5-dr 1.6S Estate 1.6S L Estate 1.6 LD Estate 1.6S GL Estate Carlton 1.8L 1.8 GL 2.0 L 2.0 L	9162 384 6604 529 7011 529 7314 — 7890 384 7678 415 8174 415 8041 415 8536 415	299 1598 299 1598 299 1598 • 1796 • 1796

## Price Auto PAS £ £ £ 9795 415 8341 596 2.0i CD ••••••• 1979 2.3 L Diesel 2260 1796 1796 1979 8424 415 9071 415 8786 415 9432 415 1.81 Estate 1.8 GL Estate 2.0 L Estate 2.0 GL Estate 1979 2260 2.3 Diesel Estate 9086 596 2490 2969 2969 Senator 2.5i 10923 539 3.0i 3.0i CD 12896 ONC 13994 • **VOLKSWAGEN**

Polo

No. of dealers 380
Last price increase 1.10.84
Warranty 12/UL, 6 Anti-Rust

Polo	3843 — —	1043
С	4230	
C Formel E	4697 — —	1272
GL	5061 — —	1272
Coupe	4899 — —	1272
Coupe S	5447	1272
Classic	4230	
Classic C Formel E	4697	
Classic GL	5061	
Golf	4783	
C	5168	1272
C Formel E	5595	
C Diesel	6526 — —	1595
CL	5722 761 —	1272
GL 4+E		1595
GTi	7992 — —	1781
Cabriolet 4+E	8436 485 -	1595
Cabriolet GTi	9345	1781
Jetta C		1272
CL Formel E	6022 — —	1272
CL Diesel	6933	1595
GL 4+E	6897 298	1595
GLX 4+E	8426 443 -	1781
Scirocco GT 4+E	6382 302 -	1595
GTL 4+E	7537 344 -	1781
GTX	8544	
Storm	9766	1781
Passat Hatchback L	6183 — —	1595
L4+E	6343	1595
Country	6308	
Country 4+E	6467 — —	
LD	6585 — —	1595
LD 4+E	6745	1595
CL 4+E	7096 251 -	1781
Topic 4+E	7389 250 -	1781
GL5 4+E	9000 298 -	1994
Estate L	6430	
Estate L 4+E	6589	
Country Estate	6806 — —	1595
CCC, Educato		

	£	£	£	CC
Country Estate 4+E	6965	-		1595
Estate LD	6965 6878	_	_	1595
Estate LD 4+E	7038	_	_	1595
Estate CL	7473	251	-	1781
Topic Estate 4+E	8026	250	-	1781
CL Turbo Diesel 4+E	8242	_	383	1588
Estate GL5 4+E	9397	298	_	1994
Santana CX	6232	_	_	1595
CX 4+E	6391	_	_	1595
LX 4+E	7205	402	_	1781
GX5 4+E	9040	306	_	1994

# VOLVO

No. of dealers 258 Last price increase 10.84 Warranty 12/UL 340 DL 3-dr 5166 240 - 1397

DL 5-dr	5541 240		1397
GL 3-dr	5596 112	-	1397
GL 5-dr	5972 112	-	1397
360 GLS 3-dr	6413 —		1986
GLS 5-dr	6813 —	_	1986
GLT 3-dr	7112 —		1986
GLT 5-dr	7512 —		1986
GLE	7209 —		1986
GLE Injection	7696 —	_	1986
240 DL 4-dr	8190 600	•	1986
GL 4-dr	8729 600	•	1986
DL Estate	8754 600	•	1986
GL Estate	9420 600	•	1986
GLE Estate	10376 600	•	2316
GLT	11202 600	•	2316
260 GLE Estate	12561 487		2849
740 GL	9249 600		2316
GLE	10198 600	ě	2316
GLT	12499 600	ě	2316
760 GLE	14331	ě	2849
Turbo Diesel	14559 —	ě	2383
Turbo	14331 —	ě	2316

# YUGO

No. of dealers 180
Last price increase
Warranty 12/UL, 3

Last price increase 21.5.84

Warranty 12/UL,	3 Anti-Hust		
'ugo 45	2899 —	_	903
55 L	3349 —	-	1116
55 GLS	3799	_	1116
311 E 3-dr	2488 —	_	1116
311 3-dr	2699 —	_	1116
411 4-dr	2999 —	_	1116
413 L 4-dr	3299		1301
511 5-dr	2999 —	_	1116
513 L 5-dr	3299 —	_	1301

# BUYING SECONDHAND

Month and year published are shown in italics

ALFA ROMEO: Alfasud (2/82) Alfetta (4/81) Giulietta (2/83)

ASTON MARTIN: V8 (2/84)

390 SE Convertible

AUDI: 80 (5/84) 100 (4/81)

**AUSTIN:** Metro (4/83) 1100/1300 (10/73) Allegro (12/76) Maxi (1/82) 1800 (11/73) 2200 (12/74) Princess (8/82)

**BMW**: 1602/2002 (4/75) 2500/2800/3-litre (1/76) 3-series (6/81) 5-series (7/79) 6/7-series (7/83)

**CHRYSLER UK**: Avenger (4/74), (4/76) Hunter (10/78) Sceptre (10/74) 180 2-litre (8/76) Alpine

**CITROEN:** CV and Dyane (11/75) Visa (1/83) CX (8/80) GS (8/81) DS/ID (6/75)

DAF: 55, 66 (8/78)

FERRARI: Dino 308 (2/80)

FIAT: 500 and 126 (3/77) 124 (5/74) 125 (7/76) 127 (*12/83*) 128 (*6/75*) Strada (*3/83*) 131 (*2/79*) 132 (*9/78*) X1/9 (*5/82*)

FORD: Escort (1/84) RS Escort (4/78) Fiesta FORD: Escort (1/84) RS Escort (4/78) Fiesta (4/80) Cortina II (4/74) Cortina II (8/74) Cortina IV (9/79) Corsair (2/75) Zephyr Mk IV (8/74) Consul/Granada (5/75) Granada (4/79) Capri II in-line (6/74) Capri II (1/77) Capri III (3/84)

HONDA: Civic (3/79) Accord (5/81)

**JAGUAR**: E-type (4/74) S-type/420 (3/75) XJ6 (12/79) V12s (9/80)

JENSEN: Interceptor (5/76)

LADA: (9/80)

LANCIA: Fulvia (6/75) Beta (5/78)

**LOTUS**: Elan + 2 (6/74) Elite/Eclat (3/81) Esprit (7/83)

MAZDA: RX (8/76)

MERCEDES: 200 (8/75) 250/280 (8/76) 230/250/ 280SL (2/77) 350/450 coupes (12/78) S-class (8/80)

**MG**: Midget/Sprite (6/74) Midget (6/80) MGB V8 and MGC (3/77) MGB (12/81)

**MINI**: 850/1000 (*10/76*) Cooper and 1275GT (*10/75*) Mini post 1970 (*12/82*)

MORRIS: Minor 1000 (9/75) 1100/1300 (10/73) Marina (7/77) 1800 (11/73) 2200 (12/74)

MORGAN: (9/83)

**NISSAN/DATSUN:** Cherry (4/82) Bluebird (3/76) 240/260/280Z (8/81)

NSU: Ro80 (11/77)

OPEL: Ascona/Manta (11/75) Rekord/Commodore (9/76) Kadett (5/79) Senator/Monza (10/83)

PEUGEOT: 104 (1/79) 204/304 (4/76) 404 (5/74) 504 (10/81)

POLSKI-FIAT: (9/80)

PORSCHE: 911 (12/83) 924 (11/81)

RELIANT: Scimitar (11/79)

**RENAULT**: 4/6 (10/75) 5 (8/72) 12 (1/76) 14 (11/82) 15/17 (1/77) 16 (11/77) 20/30 (10/79) ROLLS-ROYCE: Silver Cloud (12/75) Silver

**ROVER**: 2000/2200SC/TC (*6/76*) 2300/2600 (*2/80*) 3500 (*11/74*) 3½-litre (*6/78*) Range Rover (*7/82*) Land Rover (*6/79*)

SAAB: 96 (12/74) 99 (2/76)

SIMCA: 1100 (9/76)

SUNBEAM: Rapier/Alpine (12/75)

TALBOT: Sunbeam (5/81) Horizon (5/83)

TOYOTA: Corona (2/76) Celica (11/76) Corolla

**TRIUMPH:** Spitfire (*10/82*) GT6 (*1/78*) TR4/4a/ 5/6 (*9/73*) TR7 (*7/80*) 1300/1500 (*8/75*) Toledo/ Dolomite (*11/78*) 2000/2500 (*1/80*) Stag (*7/76*)

VAUXHALL: Viva HB (11/73) Viva HC (1/76) Victor/VX (12/78) Ventora (10/74) Firenza and Magnum (3/78) Chevette (8/78) Cavalier (8/79) Royale (10/83)

**VOLKSWAGEN:** Beetle (3/75) Passat (4/76) Golf (8/77) Polo/Derby (11/80) Scirocco (9/83) VOLVO: 144/164 (5/75) 240/260 (11/79) 343/

# **ROAD TEST REPORTS**

PHOTOCOPIES of Road Test Reports and Buying Secondhand features from previous issues of Autocar are available by post at 90p each for each article from the Booksales and Backnumbers department, Haymarket Publishing Ltd, 12-14 Ansdell Street, London W8 5TR. Each order must be accompanied by the form below, which must include the relevant month and year of publication selected from the Performance Data pages overleaf; or in the case of Buying Secondhand features, from the index opposite. This service cannot supply information on vehicles outside the Performance Data or Buying Secondhand indexes. Allow up to 28 days for delivery. Please use block letters on the form.

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	following	Road Test(s) from past issu	es of
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# PERFORMANCE

THE FIGURES published below are extracts from *Autocar* Road Tests and Road Test Updates of current and recent models. The month and year of original publication are given in the final column. Fuel consumption: We publish two figures, the overall mpg being recorded in our own test period, which includes performance testing. Many owners will achieve better consumption figures, and our estimate of what might be a typical mpg figure, is also included. Acceleration: 0-60 (sec) is the sprint away from the line, while 50-70 (sec) is the fastest that that particular car can achieve, in the most suitable gear. \*=Estimate.

 ax ph	0-60 sec	50-70 sec	o/all mpg	typi- cal mpg	month year pub	

					mpg	pub
A.C.						
3000ME	120	8.5	5.4	18.8	20.7	3/80
ALFA ROMEO	)					
Alfasud 1.3	98	12.8	10.0	28.2	31.0	6/80
1.5 Hatchback	102	11.6	7.9	28.2	31.0	8/81
1.5Ti	106	10.4	6.6	26.5	29.1	9/80
1.5 Sprint Veloce Sprint Green	105	10.9	6.3	25.7	28.3	10/79
Cloverleaf	107	10.8	7.1	23.9	26.3	3/84
Alfa 33 1.5 33 Green Cloverleaf	105 118	10.8 9.8	7.5 5.6	29.8 26.5	32.3 29.2	6/83 9/84
Alfetta 1.6	103	11.5	11.3	24.6	27.0	4/76
2.0 Gold Cloverleaf	108	10.1	6.9	23.4	25.7 27.5	4/78
Giulietta 1.6	111 103	9.8 12.2	7.1 7.5	25.0 21.9	24.1	6/84 12/78
1.8	107	10.6	6.4	25.1	27.6	5/80
Alfa 6 GTV6	115 130	11.4 8.8	6.1 5.0	18.2 23.2	20.0 25.5	10/80 7/81
<b>ASTON MAR</b>			0.0	LOIL	2010	7701
V8 (A)	146	6.6	3.6	13.3	14.6	7/82
Lagonda	143	8.8	4.3	13.7	15.1	10/80
AUDI						
80 GLS	00	10.1	0.0	20.1	00.0	450
80 Turbo Diesel	99 96	12.1 12.8	8.3 11.2	28.1 27.3	30.9 41.0	4/79 11/82
80 Quattro	120	8.8	4.9	25.5	28.1	4/83
100CD 100CD Avant	128 119	9.5 11.1	7.7 7.4	29.4	32.3	11/82
2005E (A)	110	10.5	6.7	27.2 20.7	29.9 22.8	5/84 12/81
2005T	125	7.5	4.5	19.1	21.0	7/81
2005T (A) 200 Turbo	123 142	8.7 8.4	5.3 5.4	17.7 21.5	19.5 23.7	7/80 12/83
200 Turbo (A)	134	8.3	5.0	20.3	22.3	3/84
Coupe Coupe Inj	113 120	10.2	6.7	24.8	27.3	5/81
Quattro	132	8.8 7.8	4.8 4.2	25.5 18.7	28.1 20.6	1/83 7/84
200 Quattro	143	7.4	4.6	19.8	21.8	10/84
AUSTIN						
Metro 1.0	84	18.9	20.0	35.2	38.7	4/81
1.0HLE	86	18.2	17.4	36.3	39.9	3/82
1.3HLS 1.3HLE	94 96	13.5 13.1	9.8 9.4	31.3 38.2	34.4 42.0	12/80 5/83
1.3 (A)	89	19.4	15.8	27.7	30.5	7/81
Maestro 1.6HLS 1.3L	102 96	12.0 13.2	7.8 8.8	32.8 32.9	36.1 36.2	5/83 1/84
Montego 1.6L	99	11.9	7.7	31.9	35.1	5/84
Maxi 1750HL Ambassador 2.0HL	90 100	15.8 14.3	10.7 10.2	29.8 26.5	32.8 29.2	6/79 4/82
BENTLEY	100	14.5	10.2	20.5	25.2	4/62
Mulsanne Turbo (A)	125	7.0	4.1	10.1	10.0	10/50
	135	7.0	4.1	12.1	13.3	10/82
BMW						
316 318i 4-dr	102	12.2	8.3	26.7	29.4	1/82
3181 4-ar 320i	107 119	10.9 8.0	8.3 6.1	28.5 26.0	31.4 28.6	1/84 2/83
323i	112	8.3	6.0	23.1	25.4	9/84
525e (A) 528i	111 133	10.2 8.7	8.7 5.9	26.2 23.3	28.8 25.6	5/83
M535i	139	7.1	3.9	20.2	22.2	10/81 8/80
635CSi (A)	139	7.3	4.9	21.8	24.0	8/82
635CSi (A) M635CSi (A)	135 156	7.5 6.1	4.3 3.8	19.7 17.0	21.7 18.7	4/84 4/84
732i '	127	8.0	5.5	19.8	21.8	11/79
735i 735i (A)	129 130	7.5 7.8	5.3 4.2	17.3 19.6	19.0	12/80
735i (S/A)	130	8.2	4.7	18.8	21.6 20.7	1/83 3/84
M1	162	5.5	2.6	17.0	18.7	9/80
CATERHAM (	AR	S				
Super Seven	114	6.2	4.3	28.3	31.1	9/75 '
CHEVROLET						
Corvette	142	6.6	4.0	16.7	18.4	1/01
-	1-12	0.0	7.0	10.7	10.4	4/84
CITROEN						
2CV6	60	227		AE O	EOE	2/75



Fiat Abarth 130 TC: Thinly-disguised racer



Hyundai Stellar 1600 GSL; Flashback



Jaguar XJS 3.6: Remarkable efficiency max 0-60 50-70 o/all mph

103 11.2 7.7 29.3

11.2 14.9 15.3 10.7 15.6 11.6 17.2 14.1 7.7 10.6 11.5 7.2 12.0 7.6 12.4 10.2

GT GSA Pallas BX 14RE 16TRS

19RD CX2400 Pallas (A)

2500D Familiale 25D TR Turbo

DAIHATSU						
Domino Charade XTE Charade CX Charade Diesel Charade Turbo Charmant 1600LE Charmant 1.6L GX	72 83 85 77 98 94 95	26.6 16.1 15.6 20.8 12.7 13.2 12.2	18.2 17.9 23.4 12.3 9.6 8.6	39.1 36.5 40.2 48.5 32.4 29.3 28.2	43.0 40.1 44.2 53.4 35.6 32.2 31.0	11/81 9/79 4/83 10/83 4/84 3/82 5/84
DAIMLER						
Double-Six HE (A)	150	8.1	5.2	16.4	18.0	7/81
DE TOMASO						
Pantera	159	6.2	3.5	13.0	14.3	12/72
FERRARI						
365GT4 2+2 BB512	150 163	7.1 6.2	3.9 3.1	11.0 15.7	12.1 17.3	10/75 5/78
FIAT						
126 De Ville Uno 55 Super 70S	64 94 102	42.1 14.1 12.1	10.5 7.9	37.1 35.2 35.3	40.8 39.4 38.9	8/79 6/83 11/83
127 1050 Super Panda 45 4×4	86 86 83	16.1 16.2 16.8	13.1 13.5 16.2	38.7 38.7 29.8	42.6 42.6 32.8	5/82 6/81 11/84
Strada 60ES 75CL Super 85 105TC	93 95 97	14.7 13.3 12.4	10.2 9.5 7.5	38.9 28.6 31.3	42.8 31.6 34.2	9/83 10/79 4/82
Abarth 130TC Regata 70ES	103 118 97	10.4 8.2 13.2	6.4 4.5 9.4	26.0 26.3 35.5	28.6 28.9 39.1	4/84 9/84 9/84
100S X1-9 1500	108 106	9.9	6.5 11.6	29.1 26.1	32.0 29.5	3/84 4/79

Mirafiori 1400CL 1600CL Supermirafiori Mirafiori Sport	106 90 93 105 107	11.0 14.5 13.7 11.9 10.7	11.6 11.6 9.4 8.4 6.6	26.1 26.8 25.4 23.2 22.5	29.5 29.5 27.9 25.5 24.7	4/79 6/82 9/80 6/78 2/79
FORD						
Fiesta Popular	78	19.6	21.0	31.4	34.5	4/81
1.1 Ghia	86	16.8	15.4	37.2	40.9	10/83
1.3L CVH	101	12.1	8.0	28.1	30.9	11/84
1.6L Diesel	91	15.8	12.5	46.8	51.5	5/84
XR2	107	10.2	6.6	29.9	32.9	6/84
Escort 1.1L	92	15.5	12.5	36.9	40.6	9/80
1.3GL	96	12.5	9.0	31.8	35.0	2/82
1.3 Ghia	96	14.0	10.5	30.4	31.6	9/80
1.6GL 5-spd	101	11.1	8.4	32.1	35.3	3/82
1.6GL Estate	103	11.9	8.8	32.1	35.3	1/81
1.6GL (A)	101	12.0	8.4	25.6	28.2	4/83

	max mph	0-60 sec	50-70 sec	o/all mpg	typi- cal mpg	month/ year pub
XR3	113	9.2	6.4	27.9	31.8	11/80
XR3i	116	8.6		30.5	33.5	2/83
Orion 1.6GL	108	10.4		33.2	36.5	9/83
1.6i Ghia	115	9.7	6.3	30.9	34.0	5/84
Sierra 1.6L	101	13.0		33.0	36.3	10/82
2.0GL	114	9.3	7.1	28.3	31.1	5/84
2.0GL Estate	111	10.1	6.7	27.5	30.3	4/83
2.3 Ghia (A)	109	11.9	8.0	20.9	23.0	12/82
XR4i	128	7.7	5.1	21.4	23.5	4/83
Cortina 1600L	91	13.6		29.3	32.2	9/79
2.0GL	102	10.3		29.2	32.2	7/81
2300 Ghia S	103	10.5		22.6	24.9	9/79
Capri II 1600S	99		9.4	27.4	30.4	9/78
III 2000S	106	10.8		25.6	28.0	10/79
2.8i	127	7.9		21.3	23.4	6/81
2.8i Special	126	8.2		23.8	26.2	11/84
Granada 2.0L	102	11.9		21.2	23.3	6/78
2.1 Diesel	85	27.2	29.4	30.1	33.1	9/79
2.5 Diesel	87	17.5		27.5	30.2	7/83
2.3L Estate	99	12.6		19.7	21.7	6/82
2.8GL	110	9.9		24.5	27.0	10/80
2.8 Injection	117	9.2	6.7	23.8	26.2	9/81
FSO						
Polonez	91	17.0	13.2	21.4	24.1	3/79
HONDA						
Jazz	88	13.4	9.7	35.3	38.8	5/84
Civic DL Hatch	98	10.7	9.6	32.1	35.3	6/84
Sport	93	12.1	8.0	31.8	35.0	10/82
CRX Coupe	112	8.5	5.6	32.3	35.5	5/84
Accord 3-dr	95	12.1	8.2	31.7	34.7	2/82
4-dr	95	12.4	9.2	31.1	34.3	10/78
EX (A)	91	15.0	12.3	27.1	29.8	8/80
Prelude EX ALB (A)	103	10.9	7.6	24.9	27.4	3/83
Quintet	93	12.2	9.0	25.8	28.4	8/81

HYUNDAI						
Pony 1400TLS Stellar 1600GSL	89 98	14.8 14.7	11.3 10.7	29.5 30.2	32.5 33.2	3/82 7/84
JAGUAR		i.				
XJ6 4.2 (A)	127	10.0	5.9	16.8	18.5	12/79
XJ 4.2 5-spd	131	8.6	5.2	18.3	20.1	1/84
5.3 (A)	147	7.8	5.0	13.2	14.5	9/78
XJ-S (A)	151	6.6	4.4	14.3	15.7	1/81
3.6	141	7.4	4.5	17.6	19.4	4/84
HE (A)	153	6.5	32	16.0	17.6	4/82

**JEEP** 

typi month

32.2 31.7 33.6 33.3 46.3 24.1 33.6 32.8

9/84

1/80 7/83

9/83 9/84

3/81 11/80

12/83

mpg mpg

28.8 30.5

30.3 42.1 21.9 30.5 29.8

Cherokee Chief	89	12.2	11.4	12.5	13.7	4/78
LADA						
1300ES 1600ES Riva Riva 1500GLS Niva	86 92 84 87 77	16.6 13.1 16.9 16.1 22.4	13.5 9.6 14.2 13.2 44.7	24.1 23.3 26.2 26.4 20.0	26.5 25.6 28.2 29.0 22.0	1/78 10/78 1/84 6/84 1/79

LAMBORGH	INI					
Countach LP500S	164	5.6	2.3	14.6	16.1	10/82
LANCIA						
Delta	97	11.5	8.0	26.5	29.2	7/80
Delta (A)	96	14.0	9.8	26.6	29.3	7/82
Delta HF Turbo	121	8.2	4.6	25.6	28.2	7/84
Prisma 1600	108	10.8	6.6	26.5	30.5	7/83
Beta 1600HPE	102	11.3	6.5	25.4	27.9	4/79
Trevi 2000	113	11.1	8.2	25.5	28.1	8/81
Volumex Coupe	122	10.3	5.3	21.0	23.1	12/83
Montecarlo Spyder	118	8.6	5.5	25.0	27.5	6/81
Gamma Berlina	118	10.1	6.4	19.1	21.0	6/78

LOTUS						
Eclat Excel	130	7.1	4.7	19.5	21.5	4/83
Elite S 2.2	127	7.5	4.8	20.6	22.7	10/80
Esprit S2	135*	8.0	5.5	19.2	21.3	1/79
S3	130	7.3	4.6	23.2	25.5	9/84
Turbo	148	6.1	3.8	18.0	19.8	5/81
MACEDATI						

Merak	143	7.7,	5.0	17.9	19.7	2/81
Khamsin	160	6.5	3.8	14.3	15.7	11/78
Kyalami	147*	7.6	4.1	15.3	16.8	7/78

323 1300	93	13.2	10.6	31.8	35.0	3/81
323 1500 (A)	96	12.3	8.2	32.1	35.3	1/84
323 1.5GT	101	10.7	7.0	31.3	34.4	7/82
626 1600LX Hatch	102	12.3	8.6	30.6	33.7	5/83
626GLX 2.0 Coupe	107	10.3	7.4	27.3	30.0	1/84
Montrose 1600GL	98	13.8	9.4	24.9	27.4	6/79
GLS Coupe	104	12.9	9.4	27.9	30.7	11/80
RX7	120	8.9	5.9	21.3	23.4	6/84

MENCEL	CO-DEIN	_				
190	107	13.4	8.5	29.2	32.1	3/83
190E	121	10.7			27.5	
1900	98	15.9	11.0	30.8	33.9	10/84

LNA 11RE

Visa Super Super E Super X

Convertible

32.7 16.0 15.1 15.4 12.8

20.1

89

15.8 12.2 12.4 9.9

24.0

45.9 35.2 32.3 32.1 34.2 30.6

38.7

35.4 35.3 37.6 33.7

3/75 3/84

8/80 1/81

8/81

	max mph	0-60 sec	50-70 sec	o/all mpg	cal	nonth/ year	
200	96	15.3	10.8	22.1	24.3	9/78 4/81	
230E 230TE (A)	112 106	10.3 12.9	7.3 7.5	21.1	23.2	9/81	
280SE 380SEC (A)	126 131	8.7 9.1	6.4 5.5	19.0 19.9	20.9	2/83 7/82	
450SEL 6.9 (A) 500SE (A)	140 145	7.3 7.5	4.5 5.2	13.6 15.2	15.0 15.1	3/79 10/80	
300GD (swb)—4x4	82	23.7	26.0	19.3	21.2	12/81	
MG Metro	100	12.2	8.6	38.8	42.7	6/82	L
Metro Turbo Maestro 1600	110 111	9.4	6.8 6.1	30.3 26.8	33.3 29.5	3/83 8/83	
Montego EFi	114	9.6	6.2	29.3	32.2	8/84	
MINI							
850 City E	70 86	20.3 17.5	28.0 13.9	38.1 40.6	41.9 44.7	8/79 7/82	
Clubman 1100	82	17.9	21.1	37.2	40.9	11/76	
MITSUBISHI							
1400 Colt Turbo 1600 Colt Turbo Hatch		9.9 8.7	7.6 5.0	29.0 23.0	31.9 25.3	8/82 11/84	
Lancer 1400 Estate 1600GSR	93 92	13.2 13.8	9.8 10.5	24.4 24.7	26.8 27.1	2/78 2/80	L
2000 Turbo Cordia Turbo	127 111	8.6 9.2	6.4 5.8	26.0 25.2	28.6 27.7	7/81 10/82	
Galant 1600GL 2000GLS	101 103	12.8 11.9		27.7 23.3	30.5 24.4	11/84 12/80	
Sapporo Starion Turbo EX	102 133	12.7 7.5	9.0 5.0	20.8 22.1	22.8 24.3	5/78 5/82	
Shogun Turbo Dsl Mitsubishi Sigma 1.6	83 101	15.1 12.0	12.5	22.9 30.6	25.2 33.7	4/84 8/83	
2.6	107	10.8		22.4	24.6	8/83	
MORGAN							
Plus 8	123	6.5	4.0	20.5	22.3	7/78	
MORRIS							
Ital 1.3HLS Ital 2.0HLS (A)	88 101	17.5 11.7		29.1 27.1	32.2 29.8	10/80 7/81	
NISSAN/DAT	SUI	V					
Micra GL	86	15.0		43.7	48.1	8/83	5
Cherry Hatch GL Sunny 1.5DX 4-dr	76 95	21.0 11.0	7.5	34.9 36.7	38.4 40.4	1/80 9/82	1
Stanza 1.6GL 5-dr Bluebird 1.8GL	96 100	12.0 11.9		31.8 24.8	35.0 27.3	5/82 8/80	
300ZX Turbo Silvia Turbo	137 124	7.2 8.9	4.2 5.3	21.5 23.0	23.7 25.3	8/84 10/84	
Prairie 1.5GL	83	16.3	13.3	33.1	36.4	11/83	1
OPEL Kadett 1.3S							9
Berlina	101 107			30.2 22.3	33.2 24.6	10/79 1/81	1
Manta GT/J GT/E	120	9.0	7.0	29.1	27.2	10/83	'
Berlinetta 1.8S Rekord 2.0S	109 104		8.0		30.6 25.5	1/83 2/78	1
Monza GSE 3.0E Commodore 2.5	132 109	12.2	7.9		22.5 22.2	7/84 11/80	
Senator 2.5E	119	10.0	6.8	21.1	23.2	7/84	
PANTHER Vallists 3.8	108	7.8	3 4.8	24.1	26.5	6/83	F
Kallista 2.8 2.8i	109					10/84	2
PEUGEOT	00	144	110	20.0	25.0	2/90	2
104SR ZS	96 96	11.8	3 7.9	36.2	39.8	2/80 7/80	3
205GR GT	96 98	11.3	9.3	35.4	38.9	10/83 7/84	
GTI 305GRD	116 83	21.4	23.3	39.8	43.8	6/84 8/79	9
GLS Estate S	91 95					11/80 5/81	5
SR GT	99 101					8/83 5/84	
505Ti (A) GR Estate	102	12.3	3 7.8	22.6	24.9	12/79 9/82	
GTI 604 Turbo Diesel	106	10.1	7.2	27.4	30.1	4/84 4/80	
PORSCHE	34	17.0	7 1-4.2	. 27.7	30.3	4/00	
911SC	146	5.8	3.9	19.7	21.7	12/77	١.
911 Carrera Turbo 3.3-litre	150	5.4	4 3.6	22.2	24.4	12/83 4/83	F
924 5-speed	125	9.5	6.0	25.0	27.5	8/78 4/81	1
Turbo 944 Lux	142	7.4	4 4.6	26.2	28.8	5/82	1
928 (A) 928S Series 2	140 158					4/81 5/84	
<b>PRINCESS</b>							
2000HL	98	14.6	6 9.8	24.1	26.5	7/78	1
RELIANT							
Scimitar GTE GTE (A)	118 116	10.8	8 7.	20.5	22.5		
GTC DENALUT	119	10.0	0 6.3	21.0	23.1	9/80	
RENAULT 4GTL	7	25.	7 36.2	2 37.3	3 41.0	3/80	ш
TOIL	/	25.	, 30.	3/.0	71.0	3/60	. •



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	max mph	0-60 sec	50-70 sec	o/all mpg	typi- r cal mpg	nonth/ year pub	7
5TL	82	15.7	14.2	41.3	45.4	12/79	
GTL	85	17.9	16.1	38.8	42.7	12/79	
TS	96	12.2	8.9	38.2	42.0	9/82	1
(A)	84	19.2	16.9	28.4	31.2	11/78	T
TX	92	13.2	10.5	35.1	38.6	4/84	1
Gordini	107	10.7	9.0	30.0	33.0	4/79	
Gordini Turbo	112	9.8	5.6	30.1	33.1	6/82	
14TS	97	12.5	8.6	30.7	33.8	11/81	1
9TC	84	18.3	17.0	35.4	38.9	8/82	10
GTL	94	14.2	10.2	32.4	35.6	3/82	ľ
TSE	96	12.6	8.9	34.3	37.7	8/82	1. 4
Automatic	90	17.2	11.8	31.1	34.2	10/82	
11TSE	95	12.8	8.1	34.1	37.5	7/83	,
TXE	101	11.6	7.7	28.0	30.8	10/83	Н
Turbo	116	8.7	4.9	27.0	29.7	8/84	C
18T Diesel	95	14.6	12.4	38.2	42.0	4/81	
GTS	96	13.4	9.2	28.8	31.9	2/79	
Turbo	112	10.8	5.4	25.9	28.5	2/81	
Estate	96	14.3	9.2	31.7	35.0	11/79	C
GTX Estate	108	10.6	6.8	28.1	31.1	8/82	١, _
Fuego 2-litre GTX	113	10.0	6.7	26.0	28.6	12/80	E
1600GTS	107	11.2	7.0	31.2	34.3	1/82	6
Turbo	118	9.3	5.1	25.0	27.5	12/83	F
20TX	106	10.5	6.3	23.1	25.4	5/81	F
25GTS	116	11.2	6.8	30.3	33.2	8/84	)
V6	126	9.0	5.4	19.9	21.9	8/84	
30TX	115	10.3	6.8	19.5	21.5	8/79	I
ROLLS-ROYO	E						
STATE OF PERSONS							
Corniche (A)	126	9.7	5.7	12.3	13.5	1/82	
Silver Wraith II (A)	119	10.1	6.2	13.2	14.5	10/78	١.
Silver Spirit (A)	119	10.0	6.7	14.0	15.4	9/81	
ROVER							11
Ode Warden Die	00	12.0	0.0	20.0	24.0	8/84	Ι''
213 Vanden Plas	96	13.0		30.9	34.0		F
2000 2300	103 111	12.4 11.9		22.8 22.0	25.1 24.0	3/82 6/78	Ι.
3500S	123	9.7		19.3	21.2	12/79	
SD Turbo Diesel	104	14.3		29.6	32.6	11/82	
Vanden Plas	123	9.7		20.7	22.8	3/81	lit
Vanden Flas Vitesse	130	7.6		21.8		2/83	10
Range Rover 4-dr	95	15.0			17.8	10/81	13
5-spd	96	14.4				12/83	
CAAD							
SAAB							Ι.
900GL	100	13.3	7.6	24.5	27.0	6/79	
900GLS 4-dr	103	13.9		28.3		2/81	1 .
Turbo 3-dr	117	9.1		21.7		11/83	1
Turbo 16	124	8.5			23.2	7/84	1
							1
SKODA							
120L	84	18.9	17.5	30.4	33.4	8/77	
CLIDADIL							11
SUBARU		4=		-			
1600 4WD	85	17.7				7/80	
Coupe	97	13.4				9/78	11
GLF	89	15.2				1/80	13
1800 4WD Estate	90	16.3	3 13.3	28.1	30.9	4/81	1 '

				AIA	IDA	IN
	max mph	0-60 sec	50-70 sec	o/all mpg	cal	nonth/ year
011711171				-	mpg	pub
SUZUKI SC100	76	21.2	22.1	38.9	42.8	3/80
Alto FX	82	15.8	14.8	40.1	44.1	8/81 7/83
Alto FX (A) SA310GL	75 90	22.5 16.0	25.6 13.2	34.9 39.1	31.1 43.0	3/84
TALBOT						
Samba GL	87	16.0	12.6	37.3	41.0	2/82
Samba Cabriolet Horizon GL	93 95	12.5 15.3	11.9 11.9	35.3 30.5	38.8 33.5	11/82 10/78
1.5GLS SX (A)	97 97	12.3 14.1	8.8 9.1	34.0 26.5	37.4 29.2	6/82 1/80
1.9LDiesel Alpine 1.5GLS	96 99	13.8 12.6	11.6 9.4	37.6 27.3	41.4 30.5	1/83 5/78
SX (A) Solara 1.6GL	94 93	15.8 13.9	10.3 9.8	27.5 29.7	30.3 32.7	1/80 6/80
1.6GLS Tagora 2.2GLS	96 106	12.0 11.3	8.4 7.2	29.0 23.9	31.9 26.3	3/81 5/81
Rancho	89	14.9	10.4	25.7	28.3	6/78
TOYOTA						
Starlet GL Corolla 1300	84 86	18.1 18.0	14.8 15.6	37.0 38.4	40.7 42.2	7/78 3/80
Coupe SR 1.3GL	98 92	12.5	8.6 10.0	26.1 30.2	28.7 33.2	10/80 10/83
1600GT Coupe Tercel GL	118 94	8.6 13.5	5.2 9.9	27.0 33.7	29.7 37.6	4/84 1/83
4WD	92	14.2	10.5	29.1	32.0	4/83
Carina II 1.6GL Liftback	101	12.6		35.6	39.1	9/84
Camry TD	102 99	10.5 13.5	7.6 10.7	26.4 34.6	29.0 38.0	12/83 10/84
Celica 2000GT 2.0ST Coupe	111 109	8.8 10.5	6.2 7.1	23.9 25.2	26.3 27.7	3/78 4/82
Supra 2.8i Cressida 2.0 Estate	126 106	8.1 11.3	6.7 7.7	24.4 26.0	26.8 28.6	10/84 11/81
Crown (A) Land Cruiser	113 85	10.4 19.3	6.4 16.3	24.8 23.0	27.3 25.3	6/80 2/82
TRIUMPH						
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TR7 Drophead	114	10.7	6.9	25.3	27.8	3/80
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1.8 GTE 1.8 GTE (New model)	116	9.2	5.8	29.1	32.0	6/83 11/84
Cavalier 1.6GL 1.6GLS	107 103	12.0	7.9 9.8	30.1	33.1 35.1	10/81 12/82
1.6L Diesel	87 112	17.8 9.3	19.1	38.2	42.6 32.6	7/82 3/83
1.8CD Carlton 2.0GL	112	10.0	7.3 7.7	27.3	30.0	5/83
VOLKSWAG	EN					
Polo C Polo Formel E	85 87	17.9 16.7				2/82 7/82
Classic GL 1.3 Coupe	97 93	12.9		27.0	29.7	10/82 2/84
Derby LS GLS	85 93	16.1	16.7	30.7	33.8	1/78 9/78
Golf 1300LS	88 93	14.7	11.0	31.0	34.1	2/81 2/84
1.3CL L Diesel	83 114	18.2	18.4	46.1	51.0	4/78 5/84
GTi GLi	106	10.4	6.8	25.4	27.9	8/80
Jetta 1500GLS	102 97	13.0	9.4	24.0	26.4	
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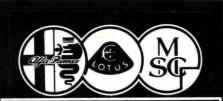
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83 Y	Porsche 944 Lux M, Red, pdm, roof, 215/60s, p/plate	21,700111	£15,995 £15.450
83 Y	Porsche 944 Lux A, Sienna, pdm, air con, alarm, ch, spt	31,000111	
	Porsche 944 Lux M, Black, black pinstripe, sunroof, 83 model		£14,995 £14,995
82 Y	Porsche 944 Lux M, Red, p/stripe, pdm, sunroof, 83 model	22,000111	£14,995 £14.750
82 Y	Porsche 944 Lux M, Blue, berber, pdm, sunroof, 83 model	20,300 m	
81 X	Porsche 924 Carrera GT, Black, pdm, sunroof, alloy wheels, p7 tyres	/,000 m	£19,995
84 B	Porsche 924 Lux M, Bronze, pdm, elec sunroof, ch, alloy wheels	4,000 m	£14,250
84 A	Porsche 924 Lux M, Bronze, pdm, elec sunroof, alloy wheels, cloth	3,800 111	£13,650
84 A	Porsche 924 Lux M, Red, cloth, pdm, elec sunroof, sport seats	9,200 m	£12,995
	Porsche 924 Lux A, Red, cloth, pdm, elec sunroof, sport seats		£12,995
	Porsche 924 Lux M, Alpine white, black velour, pdm, stereo		£11,995
83 Y	Porsche 924 Lux A, Alpine white, pdm, radio.	5,700 m	£11,995
83 Y	Porsche 924 Lux M, Red, pdm, alloy wheels, sport shocks, p6s.	. 11,800 m	£11,995
83 Y	Porsche 924 Lux A, Alpine white, black cloth, pdm, stereo	5,760 m	£11,995
83 Y	Porsche 924 Lux M, Light bronze, pdm, sunroof, ch, stereo	. 16,500 m	£11,450
	Porsche 924 Lux M, Sapphire, pdm, sunroof, alarm, ch, stereo		£11,250
82 X	Porsche 924 Turbo, Guards red, pdm, sunroof, ch, alloys, p6 tyres	. 39,000 m	£10,995
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81 X	Porsche 924 Lux, Copenhagen blue, berber, pdm, stereo	. 31,000 m	£8,995
NEV	/ Ferrari Mondial QV Cabriolet, Racing red, magnolia hide		£35,787
84 R	Ferrari Mondial QV, Racing red, parchment hide, elec sunroof	1.200 m	£31,995
84 A	Ferrari 308GTS QV, Racing red, air conditioning, spoiler, aerofoil	2 600 m	£29,995
84 4	Ferrari Mondial QV, Blue chiaro, magnolia hide, electric sunroof	2,800 m	£28,995
93 V	Ferrari 308GTS QV, Racing red, air con, spoiler, p7 tyres, alloys	6.700 m	£27.995
94 A	Ferrari 308GTB QV, Racing red, beige hide, air con, spoiler	10.500 m	£27,995
93 V	Ferrari 308GTB QV, Racing red, mag hide, air cond, spoiler	11 700 m	£25,750
	Ferrari Mondial QV, Black, black hide, elec sunroof, air cond.		£27,995
83 V	Ferrari Mondial QV, White, red full hide, elec sunroof, hifi	7 100 m	£25,995
93 A	Ferrari Mondial QV, Writte, red toll filde, elec sunroof	16 200 m	£22,995
00 1	Volvo 260GLE Auto, Silver, black hide, air con, alloy wheels, s/l suspension	400 m	£11.995
04 D	Granada 2.8IX Auto, Champagne, pas, air con, leather, alloys, esr	24 0000	£9,750
	BMW 323i. Anthracite/strato, sunroof, allovs, sport seats		£8,250
92 Y	BMW 320A Opel, pas, sunroof, alpina alloys, colour code wheels	13 500 m	£7,995
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